


CAR CRAFT

IND
50
ARY 1958 25c

Best
Street Rod?



A black and white photograph of a custom '58 Chevrolet. The car is a street rod with a heart-shaped cutout in the floor, revealing a white interior. A heart-shaped cake sits on the ground in front of the car. The car has a steering wheel and a roll-over protection bar. The background is dark and textured.

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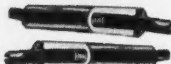
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cover

Making its bid for America's number one street rod, Eddy Duce immaculate roadster pickup is a dream on wheels. Striking red white hues accentuate minute detailing with chrome lending sp Trophies are car's steady diet — a true auto show veteran. D can be found on page 12.

Anochrome by Al Pa

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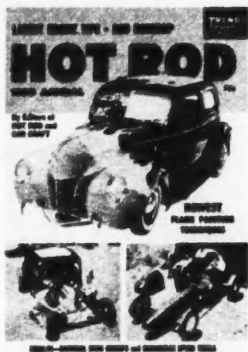
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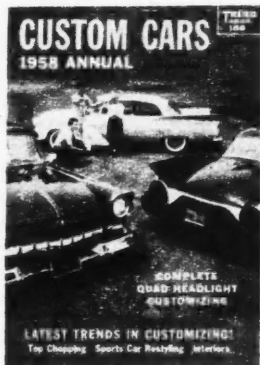


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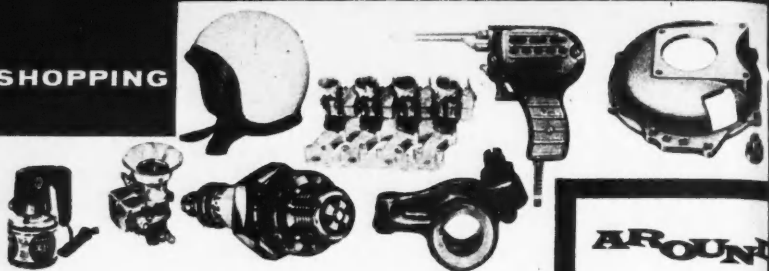
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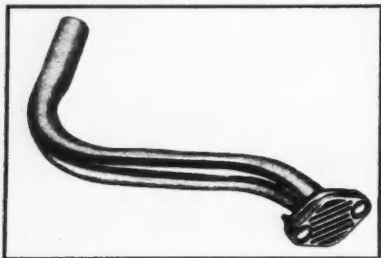
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AROUND



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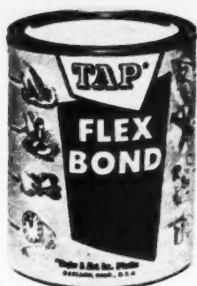
NEW TIMING LIGHT

A new improved AC power timing light known as the Herbrand HT-670, has just been introduced. The company claims the light will stay cool even after long hours of continuous operation, and won't bake or burn out. It will check 6, 12, 24, and 48 volts and magneto. The case is light weight, precision-balanced and shockproof. Unconditionally guaranteed for one year by manufacturer. Write Herbrand Division, Bingham-Herbrand Corp.-cc, Fremont, Ohio.



UNI-SYN

Now available is this multiple carburetor synchronizer. Features visual float reading and adjustable air flow control which permits delicate tuning without engine stalling. Two models available, "A" for all single and dual throat carbs, Model "4-B" for Carter, Rochester, Stromberg 4-barrel carbs. Write: Edelbrock Equipment Company, 4921-cc West Jefferson, Los Angeles 16, Ca



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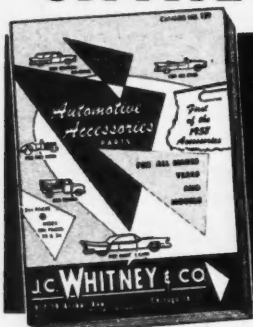
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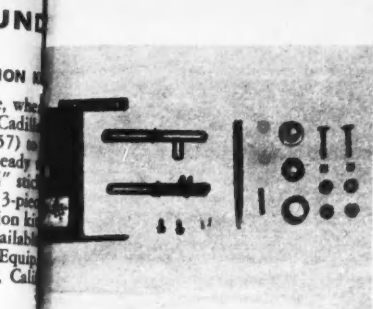


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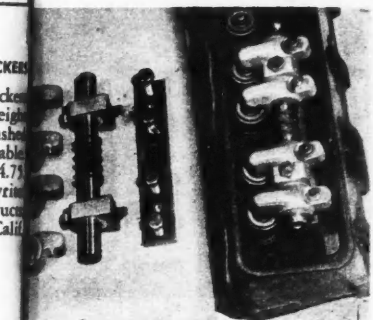
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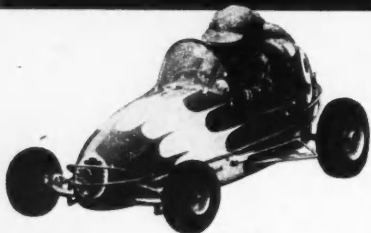
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LETTERS

BUNCH OF JUNK?

Dear Sir:

Being a reader of your mag. for a many years, I've noticed that it is getting worse instead of better. Is your mag. a Rod and Custom Car book or just any "bunch of junk" you can scrape together?

These quarter midgets, sport cars and stockers have their own magazine. Let's have at least one good mag. to ourselves.

— Hap Barnes

Long Island, N.Y.

Thanks for letting us know your opinion, Hap. This is how we learn.— Ed.

CHEV. OWNERS' PLIGHT

Dear Sir:

I am the proud owner of a '41 Chev coupe. Looking back through three years of your mag., I can't find a single article about these cars.

You have featured about a million articles on Fords of the early '40 vintage. How about giving us Chev owners a break and featuring some pre-war Chevs. Maybe some "how-to-do-it's", too. I'm sure there are many of us who feel as I do.

— Larry Sutton

Long Beach, Calif.

We will see what we can do, Larry. Let us hear from the rest of you Chev fans too.— Ed.

WHERE ARE THEY??

Dear Sir:

Wha' happen? The October issue of Rod and Custom carried a very interesting article entitled "Road Racing At Home" and promised MORE next month. So I bought the November issue — and no MORE.

Then I bought the November issue of Rod and Custom for the feature listed on page 58, "Come One, Come All." They must be making the QM's smaller, 'cause I couldn't even see them with my glasses. Somebody goof?

Incidentally, I like the QM articles and have noticed that out of an average of 66 pages per month, you devote 2 pages per 3 months or 2 out of every 198 pages to QM's. That doesn't look like a main event to me. Your Mag is tops, just as is. At least you democratically "share the wealth."

— Larry Fitzsimmons,
Hillside, New Jersey.

cannot speak for Rod and Custom, but as
our article, which was to cover the National
race, the event was cancelled after the
events page had already been printed. We
sorry if you were led astray, Larry. Thanks
the statistics on the QM's. I'm sure they will
quite interesting to all of our readers. — Ed.

FINE '50 FORD

Sir:
I have been reading Car Craft for the past
3 years and enjoy it very much. Enclosed
picture of my '50 Ford which I hope rates
place in your fine magazine. It has the usual
and deck treatment, rear seams filled,
ached headlights and taillights and electric



The grille is the popular '54 Chev
le with 4 extra vertical bars added. '56

Mercury Persimmon and white make up the
two-tone color.

— Bob Good,
Cloverdale, Oregon.

Swell looking jobs like your Bob, are what help
to continue the popularity of this model Ford.
— Ed.

NOSE AND DECK JOB — 1¢

Dear Sir:

After buying his car, the average custom
fan has hardly enough money to buy gas. But
if he still insists on a nose and deck job right
away and doesn't want it to look like a real
mess, he could fill it in with chewing gum.
If you can't get the right color out of the
machine, just dab on a little touch-up paint.
It looks okay and will last till leading-in time.

Customs are getting more popular around
here, thanks to your magazine. Keep it coming.

— Dave Jervis,
Grove City, Pa.

What are you trying to do Dave, put all the
custom shops out of business? Besides, it gum-
med up my body file when I tried to smooth it
out. — Ed.

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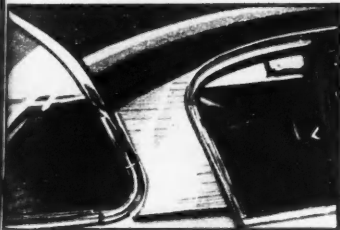
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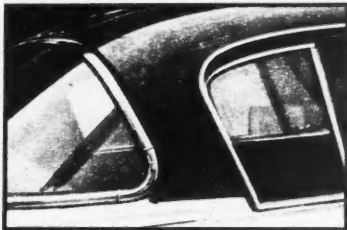
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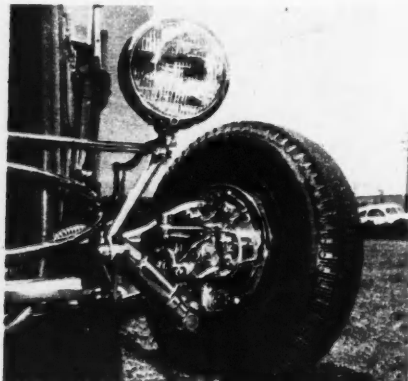
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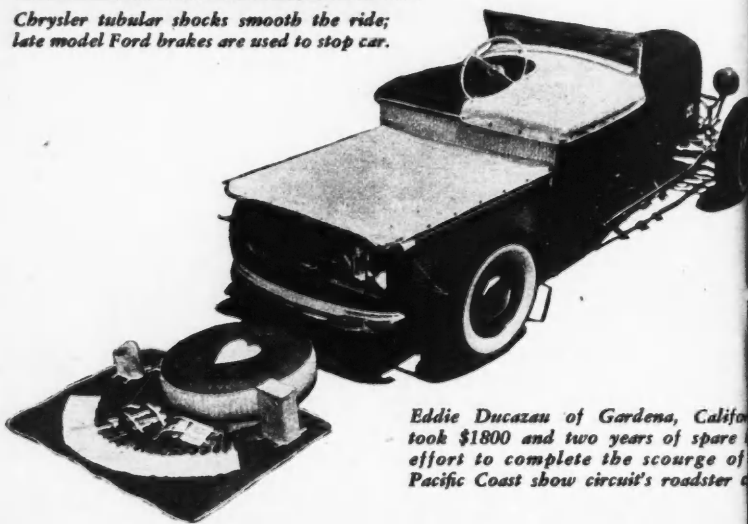
1425 SPRINGWELLS AVE. • DETROIT 9, MICHIGAN

Best Bid Yet

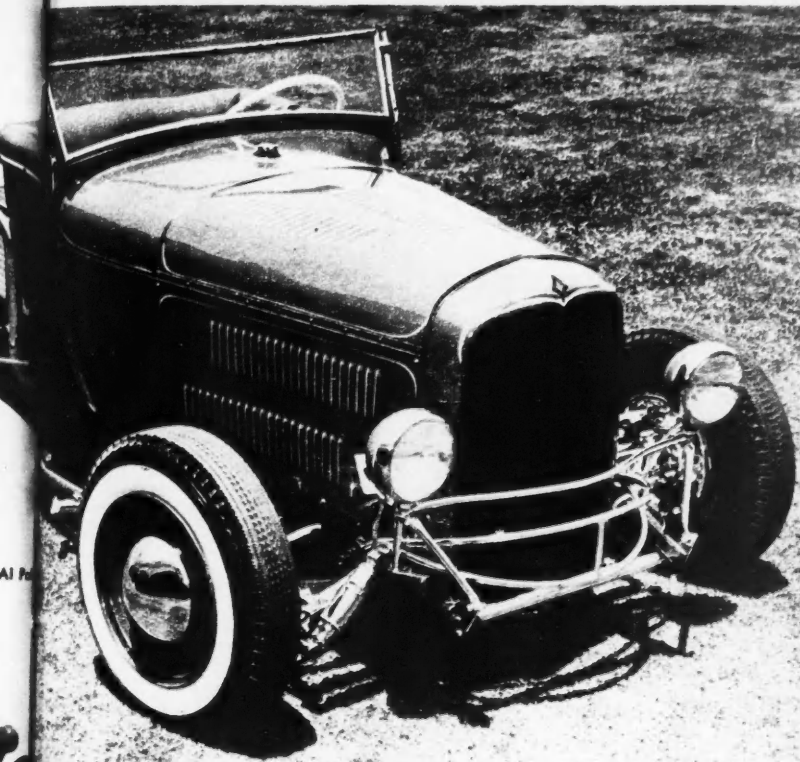
for the title of
America's Best Roadster



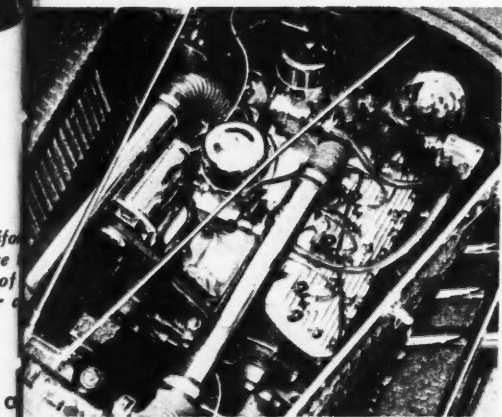
*Chrysler tubular shocks smooth the ride;
late model Ford brakes are used to stop car.*



*Eddie Ducazu of Gardena, California
took \$1800 and two years of spare
effort to complete the scourge of
Pacific Coast show circuit's roadster*

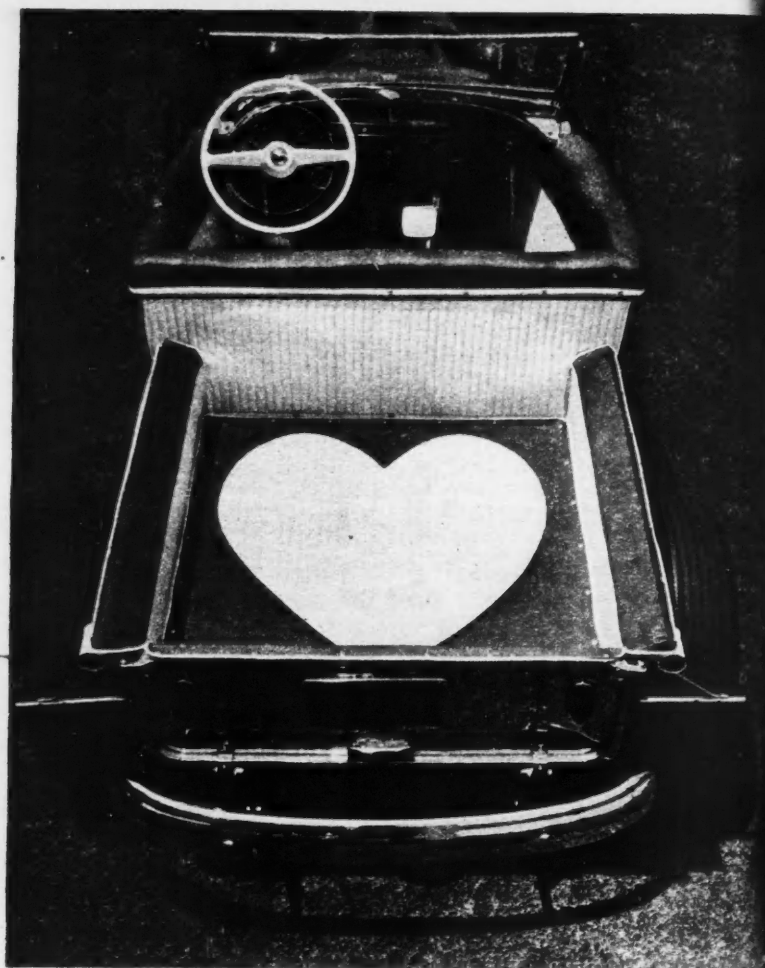


ing a '29 "A" roadster pick-up body as the starter, the 18-year-old builder mounted on a '32 Ford frame. A '32 shell and chopped windshield modernize the appearance.



Flathead lovers, stand by! '48 Merc has $3\frac{3}{8}$ " bore and $4\frac{1}{8}$ " stroke for 296" displacement. Edelbrock heads and manifold team with Iskenderian 404 cam, Fenton headers to produce more than enough for "just toolin'."

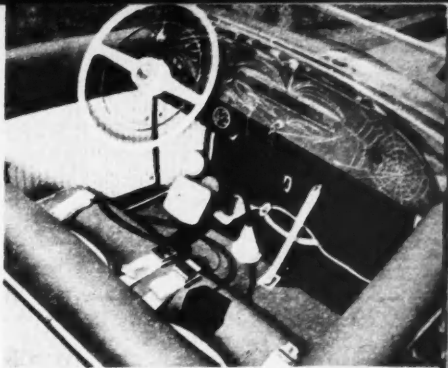
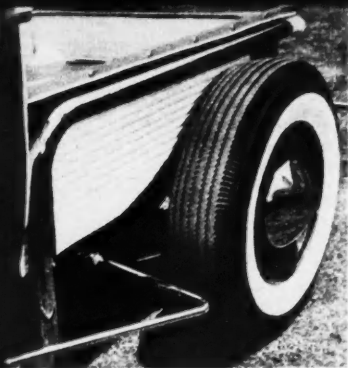
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Best Bid Yet

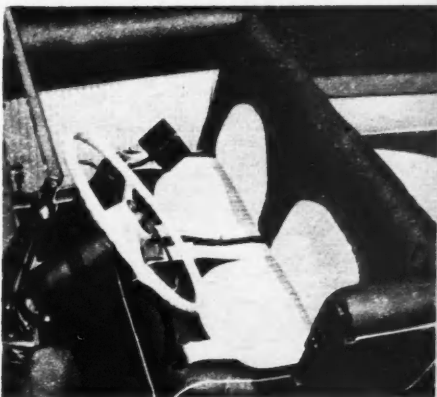
Rip's Top Shop in Gardena did the needle work accounting for much of the car's appeal. Material used was red and white naugabyde. Chrome tailgate is novel touch.

Front bumper is from '46 Ford; serves in rear position on red lacquered bomb. Contrast of red and white interior and exterior upholstery is heightened by white-wall tires.

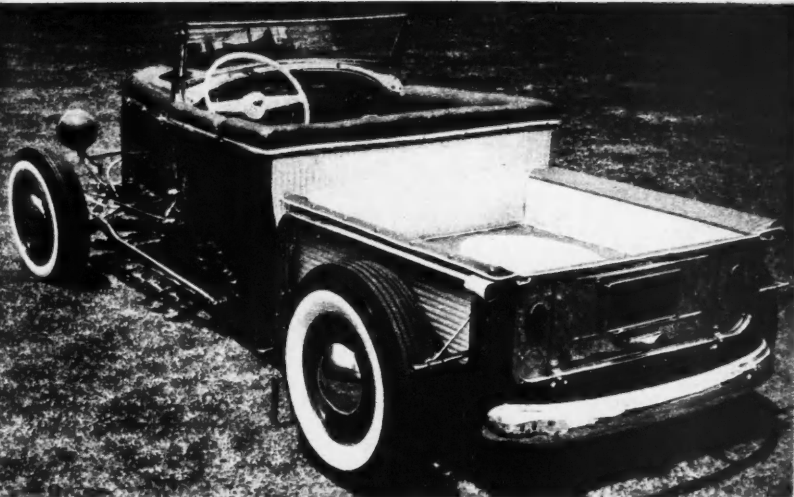


ome-made nerfing bars enhance the unusual effect gained by the car's pleated fender and the upswept exhaust system.

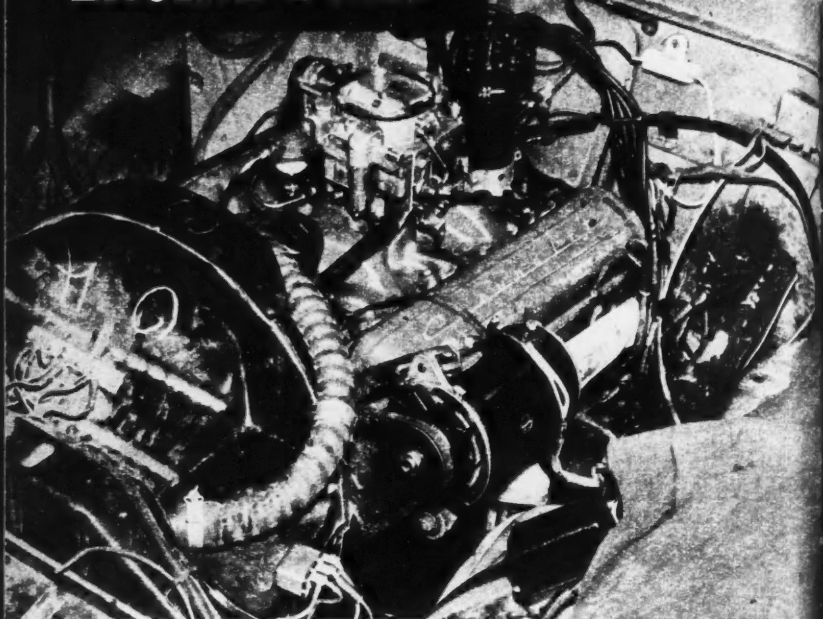
he longer, lower and wider instrument cluster came out of a '39 Merc; steering wheel is '55 Lincoln; striping accents.



he right-hand door was frenched into the car's body, allowing uninterrupted view of padded and pleated seat covering.



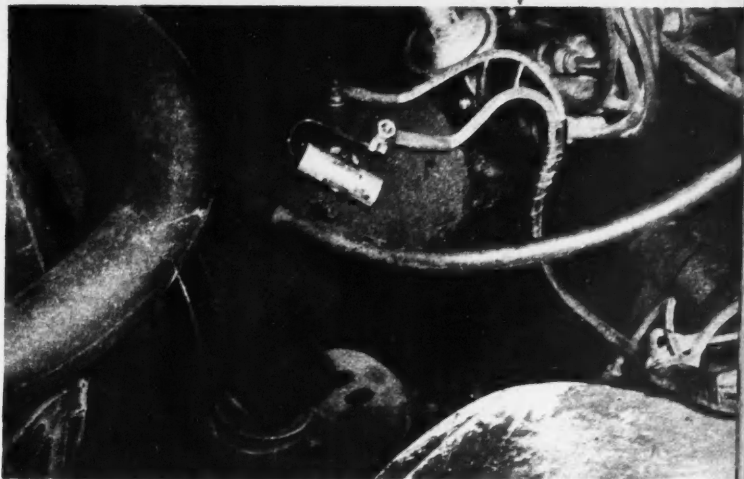
ENGINE SWAP



make your Stude a **CHAMP** with a Chev V-8

THE RECORD BREAKING showroom performance of the '53 Studebaker coupes (calculated by the number of women swooning) was exceeded only by this same model's failure to measure-up to the exacting standards of the motor enthusiasts when put to the test of the open road. Smooth riding, and silent, too, the Studes' cruised right along in overdrive. But after encountering a sudden curve, grade, or both, the honeymoon was over. Lacking both power and roadability, the Stude's needed that extra something to conquer the true-blue rod and custom fan.

It wasn't until two years later, when Chevrolet introduced its new, high performance lightweight V8 OHV engine, that the "extra something" was available. Putting out double the "charge," yet weighing little more than the "Champion" six it would replace, the Chev V-8 was just what the Stude Champ-owners needed to make the car live up to its previously over-optimistic name. On the next five pages, we'll guide you through an example of how this cross-breeding takes place — ready? Let's go!

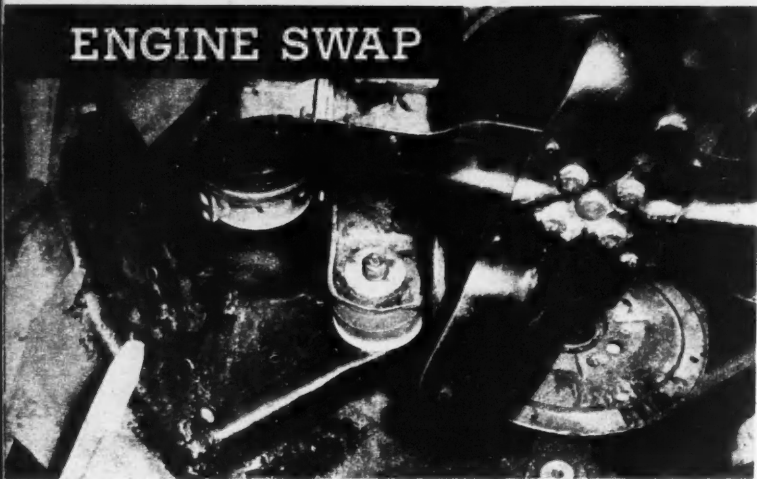


With "sicks" cylinder engine still in place, stock front mount set-up is easily seen. Two slotted holes, visible to right of pad, are used to secure Chev mount pad after tip of mount is cut off, turned, and re-welded to frame in new location, two inches lower, to accept Chev engine. This adaptability of the stock mounts is an assist on any Stude engine swap.

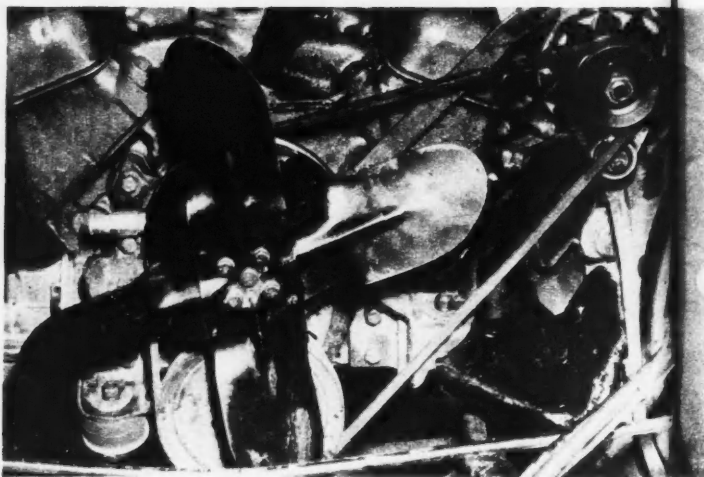


Repositioned, mount shown above now supports Chev engine, slung in place from hoist for trial fitting. Steering arm clearance dictated raising and rotating Chev front mount pad shown two inches and 90 degrees. Gusseting reworked pad across point of greatest strain adds strength. Other chassis considerations required front engine mounts on other side to be different.

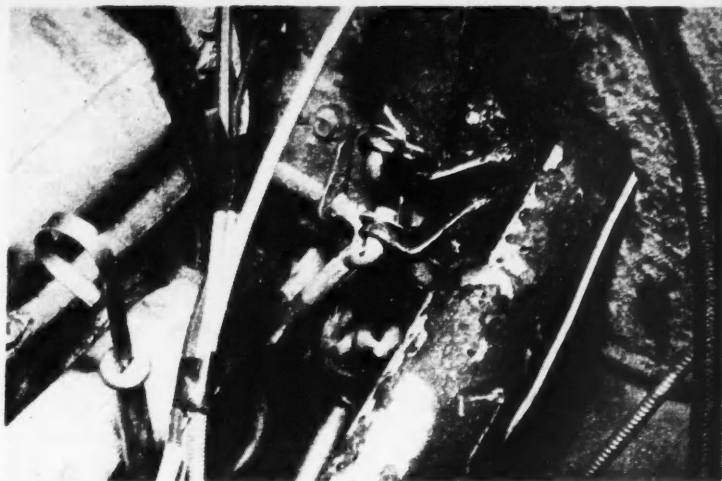
ENGINE SWAP



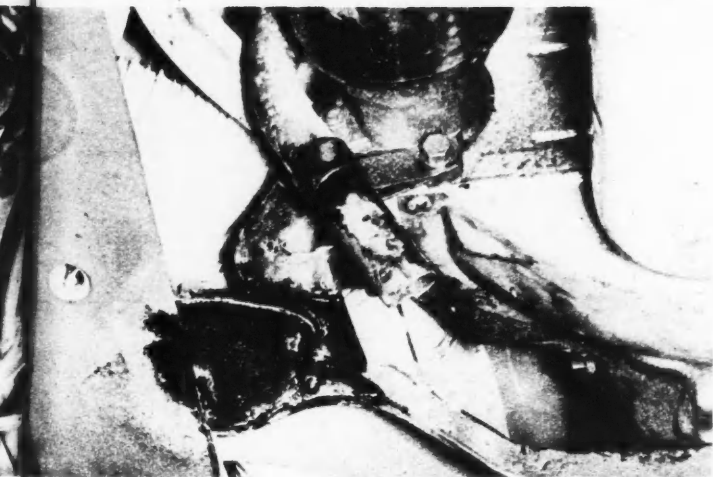
Low-hanging Chev fuel pump required Chev mount on this side be left alone. After cutting and re-welding, Stude frame mount is positioned four inches lower, matches pad-height of Chev mount perfectly. Shorter overall length of Chev V8 and light weight (200 lbs less than Stude V8) ease installation. Stude Champ engine puts out less than 100 hp; Chev V8, more than 200 hp.



Front view of Chev V8 engine resting on reworked front mounts within the Stude chassis. Note that extensive cutting-out of fender well and fire-wall body panels, often the trademark of an engine swap, are not required here, thus avoiding the too-common "butchered" look. Generator, starter, fuel pump and distributor are retained in their standard working positions.

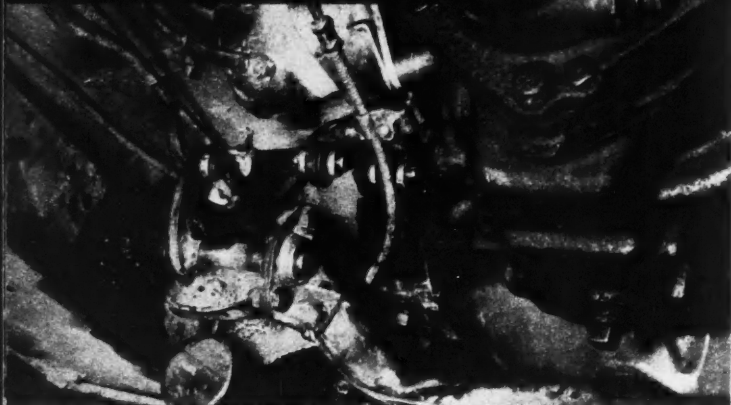


Shifting linkage remains standard with the exception of fabricating new links from the bell cranks on the steering column down to the shifting fork arms on the transmission itself. Note that the Chev V8 engine allows more than enough clearance between its left-hand exhaust manifold and both shifting linkage and steering column, thus saving much extra work.



Engine support in the rear was furnished by welding a pair of '49 Ford/Merc front engine mounts directly to the Chev V8 bell housing. Pads for these were made up of frame stock and welded to the Stude rails immediately in front of the rear cross member. View shown here was taken from underneath the right-hand side of the car, looking up, and to the rear.

ENGINE SWAP



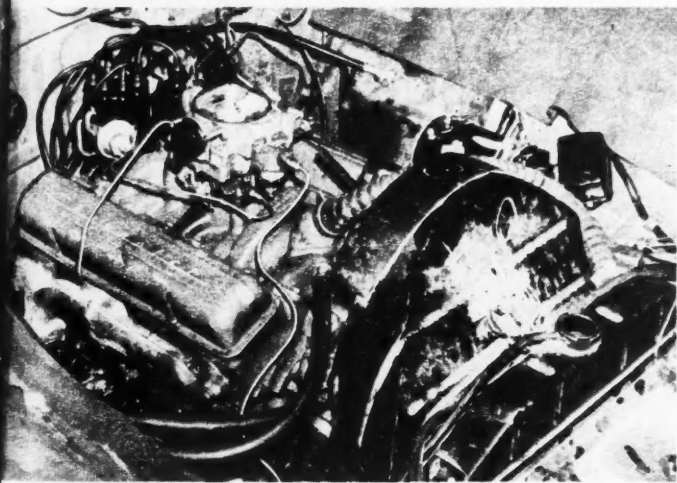
Clutch operation is handled by the same linkage that served the old six. Formerly attached to the Champ's bell housing, the mechanism was removed and welded into place on the rear cross member. The clutch throwout arm was burned off the end of the shaft and rewelded onto the top of the shaft in order to work with the Chev. This view is looking forward and left.



Most installations into cars having open driveshafts, such as the Stude, are most easily accomplished by using the same make transmission as the new engine. The correct U-joint to match up with the new transmission may then be welded on the old driveshaft after the original U-joint is cut off by turning in a lathe. Adjustments in driveshaft length are made then.



As in many engine swaps, building the new, special exhaust system is the worst part of the entire job. Doing a worthwhile job on this portion is often difficult, even when working with the best of equipment, so a trip to the nearest muffler shop with the car in tow is usually the best out. Here, one of the many tortuous bends of the job coils around the filter.



With the engine in place and adequately muffled, the firing-up process may begin. Although this is the part of the job most likely to be hurried, it's the worst place to make time. Fan clearance needed is attained by a chop job on the shroud. Radiator hoses must be routed clear, while electrical system requires conversion, as described in the June '57 Car Craft.

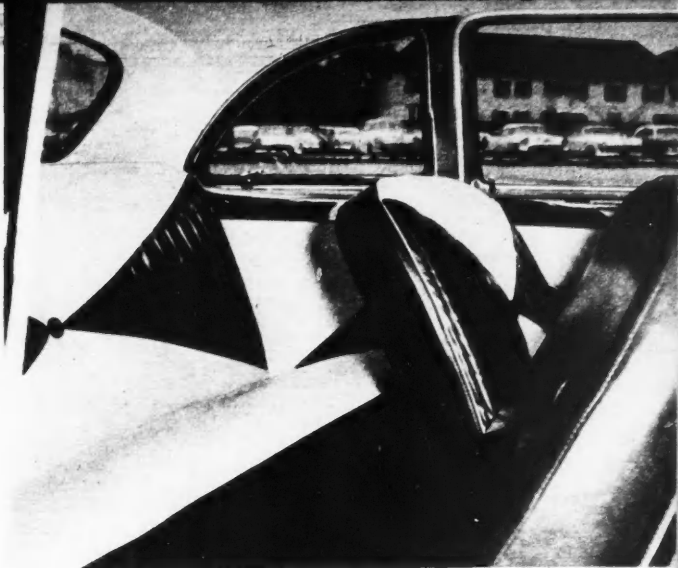


PROTOTYPE

means the first of a series; Curt Mendelsohn's refreshing design points the way for customizing enthusiasts



Photos by Al Palocz

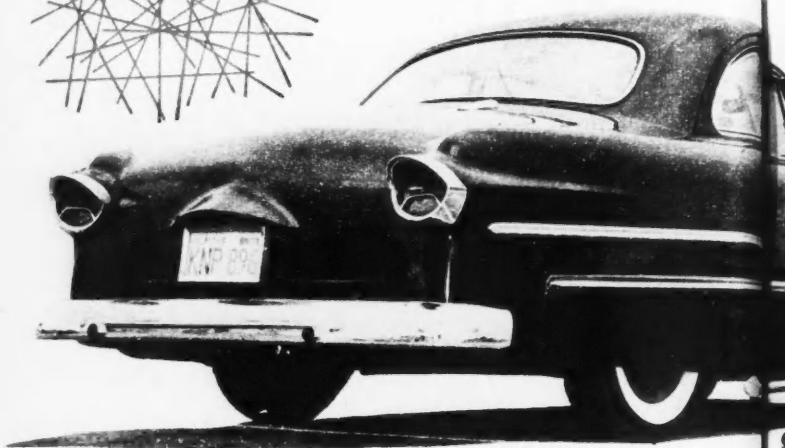


Simple, yet very effective styling graces the interior. Wine red and white Naugahyde is used. The dash is also covered in white. Bob Keller of Highland Park did interior. Garnish rings are chromed.

Hood is shaved and has novel concave side-scoops to blend with contour of headlights. Floating type grille consists of chromed round rod bars set in special cavity of sheet metal and tubing.

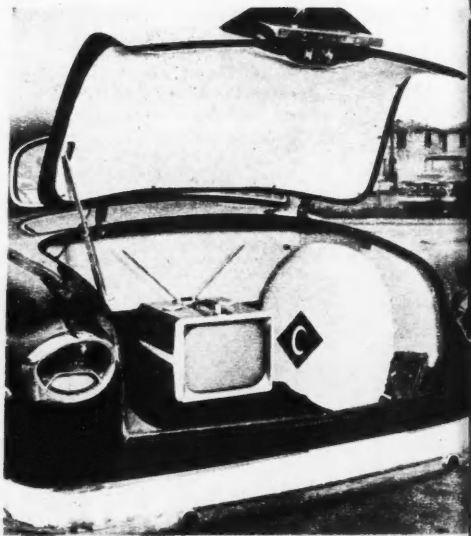


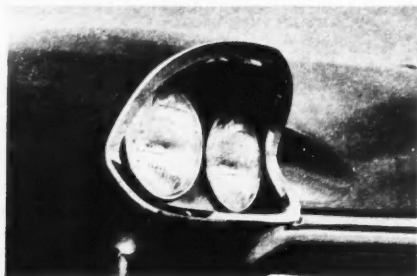
PROTOTYPE



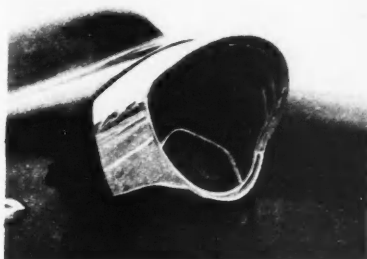
Trunk handle is removed and a sheet metal covering is frenched to the deck lid, concealing the license light and latch. Doors are shaved, operated electrically. Dual exhausts protrude thru bumper. Car is lowered 5 inches, leaving 3 inch ground clearance. Rich & Jones performed restyle.

Careful attention has been given to the trunk compartment. It is done in white Naugahyde, including inside of deck lid. Curt installed the television himself. It works off a voltage converter.

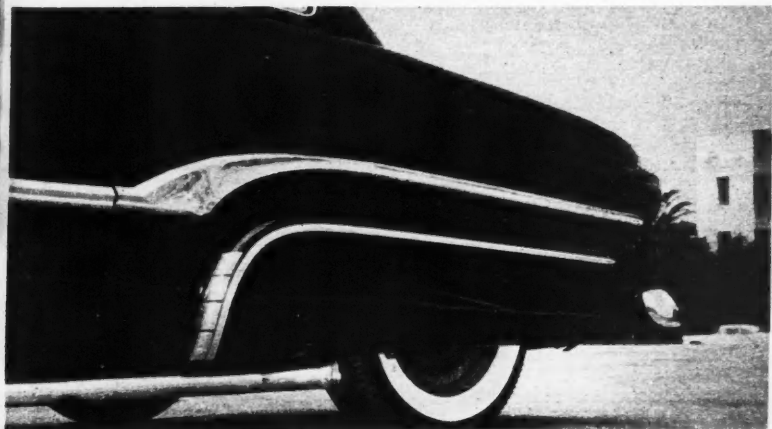




Quad headlight housings from '57 Chrysler blend nicely with reshaped front fenders. Jeep lenses are used along with special made 6 volt bulbs. Blinkers are complete taillight units from '57 Oldsmobile '98.'



'57 Merc skirt is cut and reshaped to fit Ford fender. Reversed '54 Dodge side trim matches lines of stylish Merc skirts. Six foot laces plugs nestle under rocker panel.





GRAB BAG

HIGHLIGHT MANIA

**custom paint specialists go a
step farther—detailing stock
trim with their abstract
renderings. A striking attire
for the popular "semi-custom."**



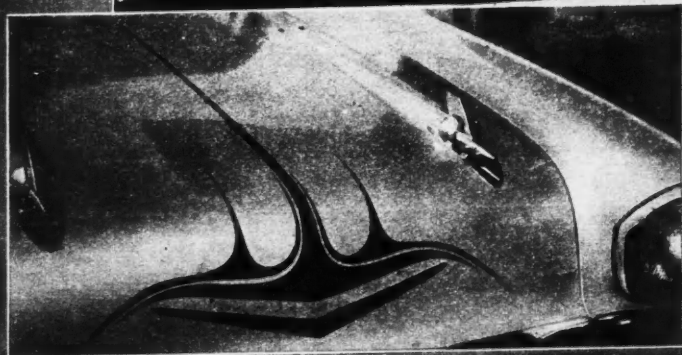
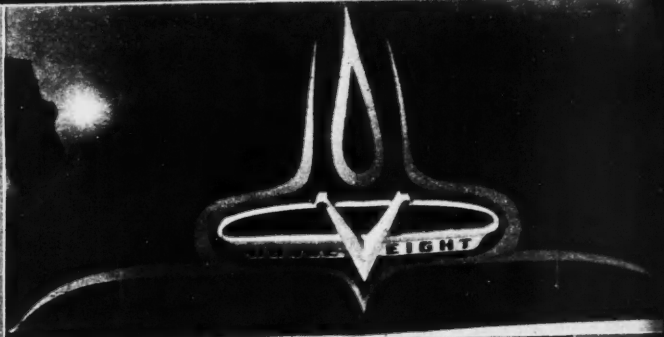
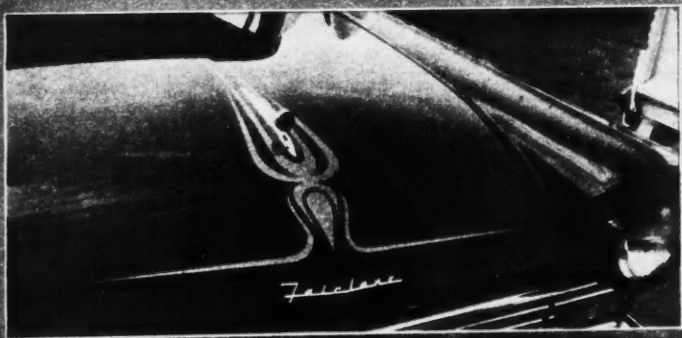
In the November issue of Car Craft we featured an extensive report on a flame and scallop paint fad that was taking the custom car enthusiasts by storm. Following right on the heels of this particular radical paint craze is another type of paint rendering that allows everybody interested a chance to transform his or her car into a masterpiece of intricate designs and patterns of multi-tint finishes. This newly adopted fad consists of abstract designs that actually surround and highlight stock chrome trim. The three photos found on these two pages clearly illustrate the technique involved. That of encompassing any part of the car's hood, deck, or side trim, with sweeping, compatible patterns.



CONTINUED

HIGHLIGHT MANIA

Nose Trim



The nose of the hood favors this type of painting as you can easily see from the picture examples. Designs know no true pattern, imagination serves as creativeness. Notice how the applications shown all play an extreme role in highlighting the nose trim of each car, yet offers striking appearance. Note that all the patterns depicted here use one color.

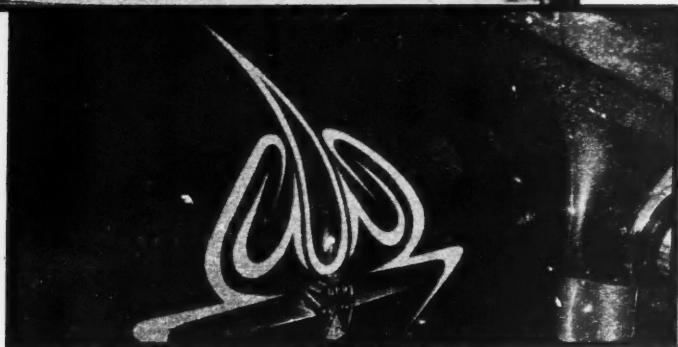
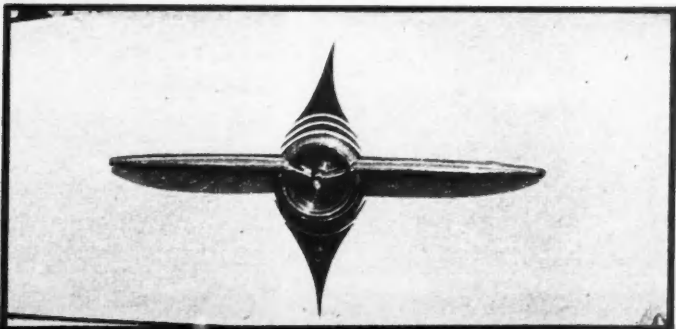
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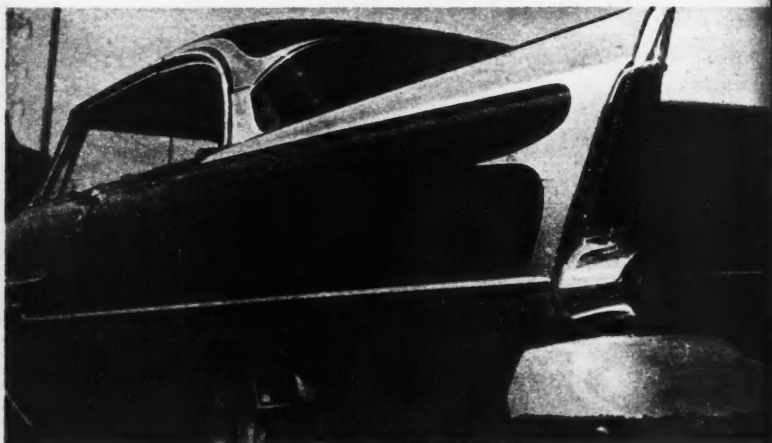
Deck Lid



...aying a major role with the nose section of the car, the deck lid comes into focus. Again
e designs make a play on abstract type art work and all are used in conjunction with
a stock trim ornaments. Notice that two of the designs incorporate a rather large
weeping pattern while the other makes use of "just-enough" to lend appearance.

HIGHLIGHT MANIA

Headlights
Taillights



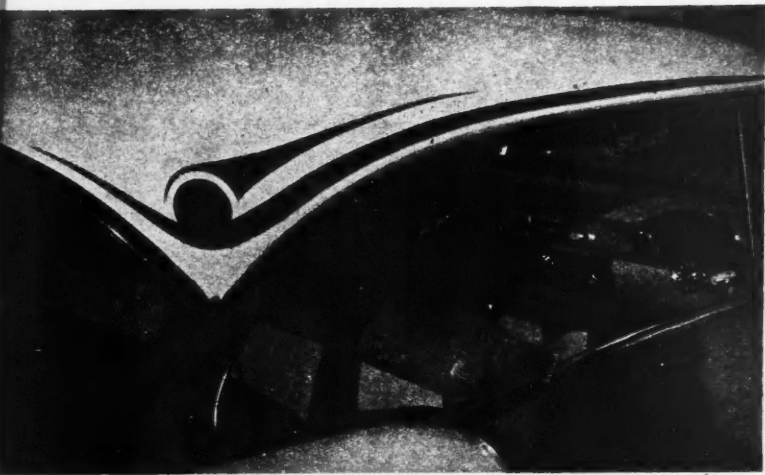
Headlights and taillights also carry their share of this "streamer" type painting motif. Note that all components are stock, yet lend the effect of special appearance. Overnight popularity of this particular caliber of painting is largely due to its immediate acceptance in the "semi-customizing" circles, making a winner out of stock, clean models.

Tops



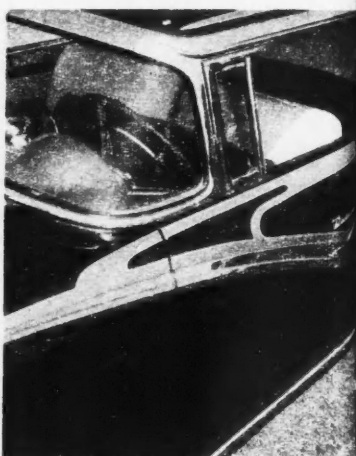
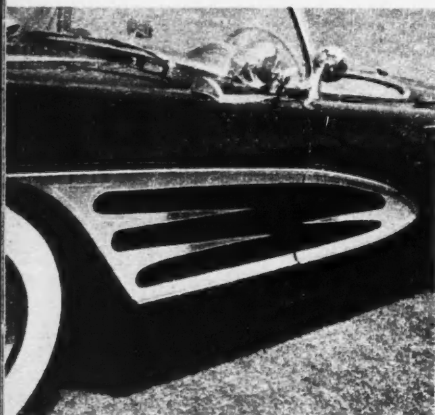
Many of the artistic owners further their car's appeal by applying a similar theme along the corners of the top as you see here. Again, imagination plays the title role with designs displaying no artistic boundaries. Renowned car strippers/painters such as Roth, Jeffries, Watson, Johnson, specialized in this particular line. Prices for such jobs run from twenty-five to one-hundred dollars. Complexity and detailing set price.

CONTINUED



HIGHLIGHT MANIA

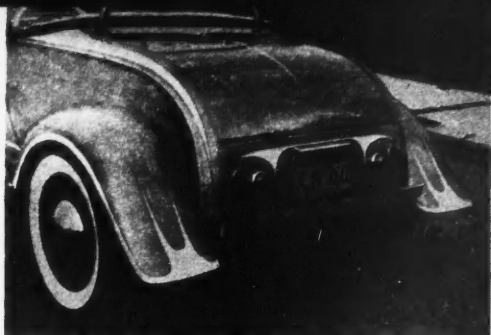
Side Paneling Sp



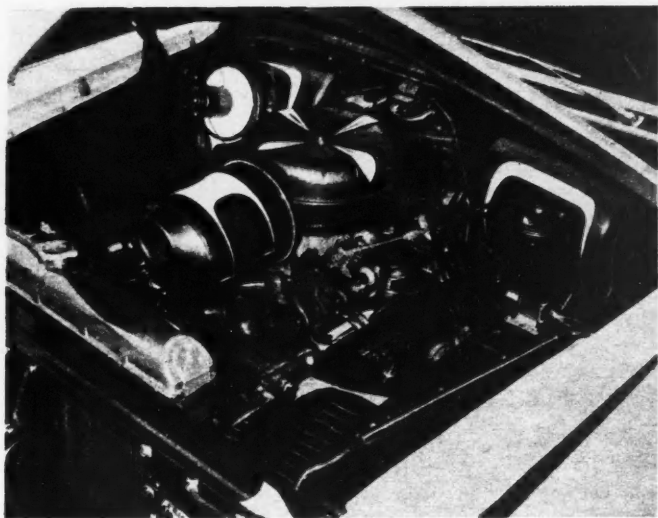
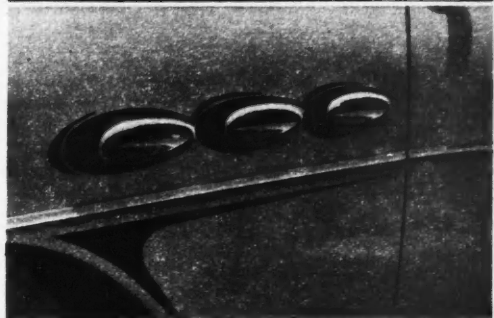
Side paneling and door panels seem to be a real specialty with the contemporary automotive Rembrandts. Door handles go practically unnoticed with weird painting patterns. Corvette's concaved paneling proves a natural for this treatment. Both compatible and contrasting colors are employed for decorating while pin striping is used or omitted.

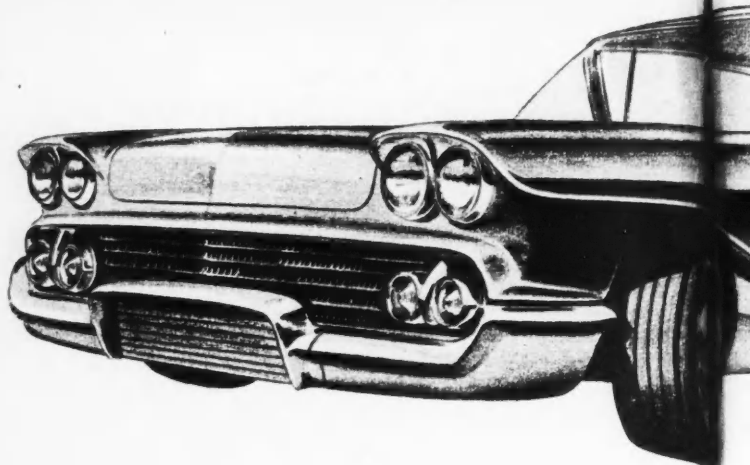
Specialties

Early models and street roadsters are by no means left out. Illustrative is early "A-Bone" with a full complement of detailing of fender/body panels.



Popular with many flame painting devotees, Buick "portholes" serve as foundation for a touch of this new paint kick. Attention should also be given the small, but complementary design found gracing the rear of wheel well. Below we see what an enthusiast came up with for his engine compartment using same theme.





WILHELM CUSTOM SHOP **RESTYLES** THE '58 CHEVROLET

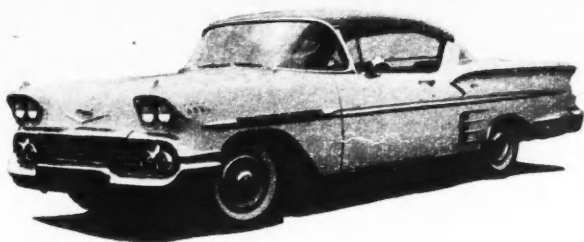
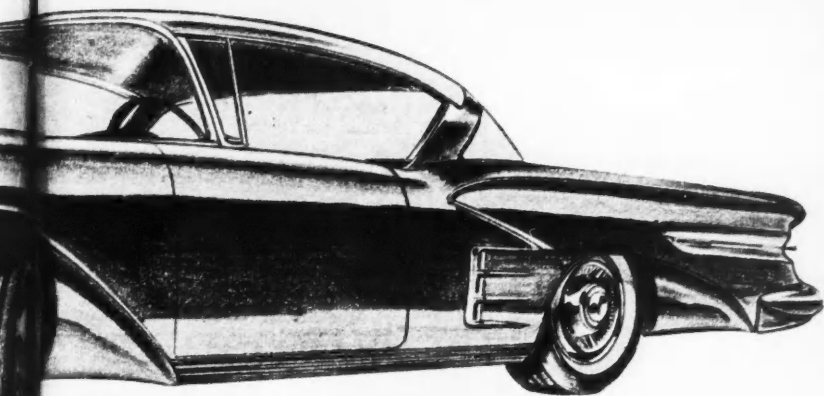


Joe Wilhelm

ANNOUNCEMENT OF NEW models has each year been greeted with less enthusiasm — at least in the editorial offices of CAR CRAFT. Accustomed to repetitious balleyhoo about "the all new, daringly different Super-sludge Six," the staff of CC had become hardened against ad copy, but instead reserved judgment on the new offerings until actually seeing them in their metallic flesh, displayed against a natural backdrop of black top.

Imagine our surprise, when, after a relatively quiet introduction (for GM, that is) the '58 Chevrolet turned out to be *keen*.

Good looking enough for many as is, the latest stovebolt looks as though it just got off the boat from Stuttgart, instead of de-



ending the ramp of a Detroit registered truckaway. But to the true enthusiast, point of origin matters none, compared to overall style—and this car has that with a capital "S."

To see what would happen when this already-pretty pearl was turned over to the sometimes-not-so-tender mercies of the customizers, we gave the green light to Joe Wilhelm, renowned Northern California restyler located in San Jose. The resulting creation shown here was concocted within the mythical budget of \$1,000, as is our regular practice. Whether or not you personally, would like to drop "one big bill" into a '58 Impala Chev exactly as was done here, you've got to admit the treatment is more than just inter-

esting. Actually, it's provocative—and we hope some of the ideas it provokes turn up on your own custom, whatever make and model it may be.

BODY MODIFICATIONS

The first thing to go was the trim piece that gave this model its distinction, the side spear. Utilizing the blank area remaining, just as a painter is inspired by a blank canvas, Wilhelm changed the main item of interest on the side to the fender wells. The rear well was cut up into the body a full four inches higher, while both front and rear cavities are now graced with backings of chrome plated body steel, contoured into the com-

CONTINUED

pound curves dictated by the style of the openings themselves. Although Joe can rightfully claim to be the first to apply this particular treatment to the '58 Chev, this styling idea has been made world-famous by the noted Italian hop-up artist, Abarth.

FRONTAL CHANGES

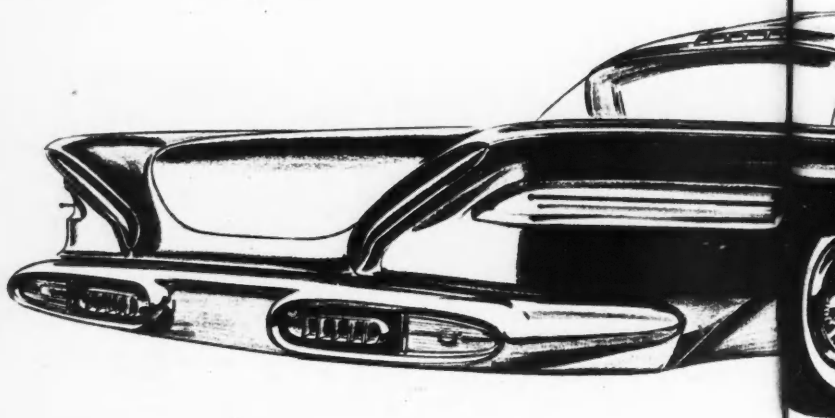
Some of the changes called for in Wilhelm's list of specifications for the job could be omitted by the budget-minded customizer with little or no effect on the overall design impact. Rounding of the hood corners and frenching the upper grille lip bar into the body could be replaced by simply having the plating stripped from the bar and painting it the same color as the rest of the car when the job was finished, if desired. Vitaly essential

to the overall picture as visualized by Wilhelm is the headlight modification. The character line commencing at the edge of the headlight shade on the stock Chev is extended down into the fender well outline, in a classic curve. The beauty of this is self-evident to most, but Joe suggests outlining this feature with a painted scallop of a contrasting color so that it will not go un-noticed.

REAR ASPECT

Substitution of the stock Chev rear bumper with the '57 Imperial component must be the cards for the Chev, as several prominent stylists have called for this particular innovation. Wilhelm's taillight idea is truly unique and original, however — Edsel lenses frenched into the fenders along the diagonal parting

RESTYLE '58 CHEVROLET



line of the decklid. Joe feels that the area just above, and aft of the rear wheel wells is too plain, and calls for a concave recess containing a radio antenna.

GENERAL

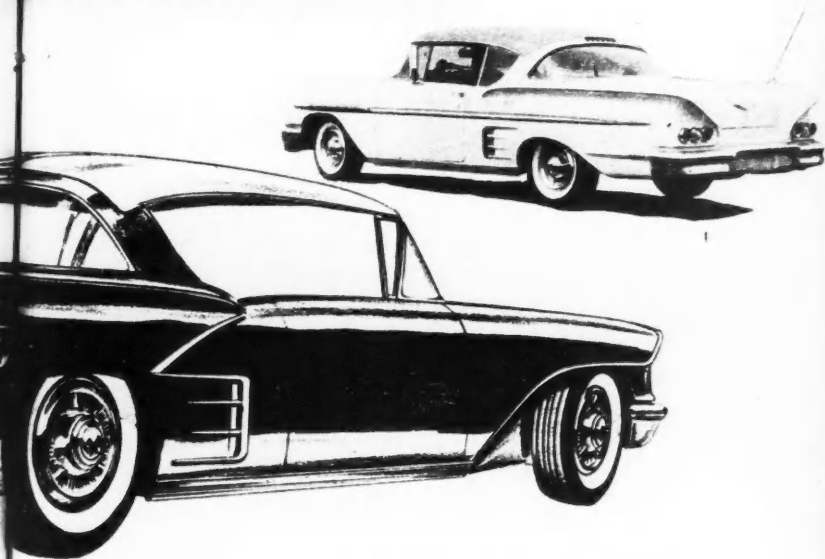
One of the nicest things about Joe's concept of how the '58 Chev should look is the way he neatly took care of the side trim hassle around the rear fender well. Compare the "Before" photos with illustrator Dick Collier's renderings to appreciate this. Naturally, to the tradition-bound customizer, the removal of all excess trim, medallions, lighting bolts, etc., is a matter of course, while Wilhelm felt additionally duty-bound to round the corners of the hood and deck. A final but necessary touch is the equal-all-

around lowering job, to the tune of a three inch total drop.

Oh yes, color — Joe likes black, with gold scalloping, as shown here — but it's *your* dream car, so suit yourself — we would!

PARTS AND PRICE LIST

	Labor	Parts
Reshape four fenders	\$180.00	\$ 60.00
Aerial recess, inset	75.00	6.00
Special side strips	30.00	10.00
French grille shell	100.00
Mold and round hood	60.00
French rear bumper	90.00	55.00
French taillamps	90.00	12.00
Round deck corners	60.00
Mold deck lid	20.00	1.50
Paint complete with scallops	150.00
	<u>\$855.00</u>	<u>\$144.50</u>
	<u>\$144.50</u>	
TOTAL	\$999.50	



ILLUSTRATIONS BY DICK COLLIER

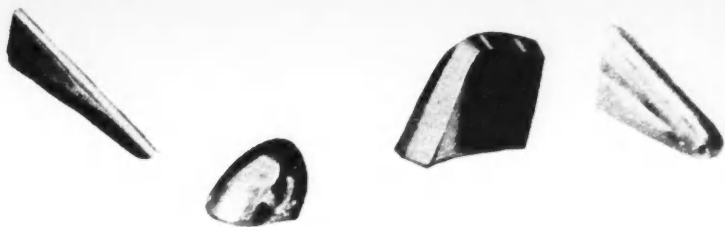


TOOTHY T

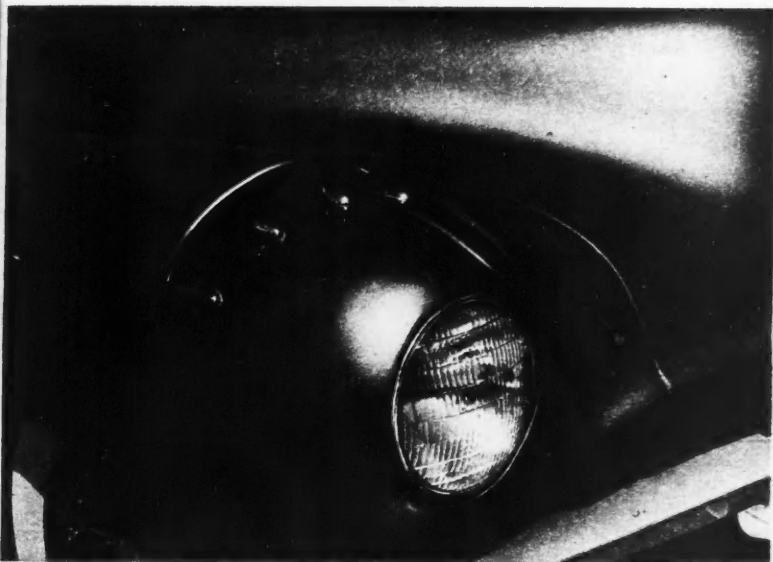


Adapting small trim bars to custom built airscoop openings on a custom car is a specialty with builders. They come from various makes and models. The question—"What bar comes from what model?"

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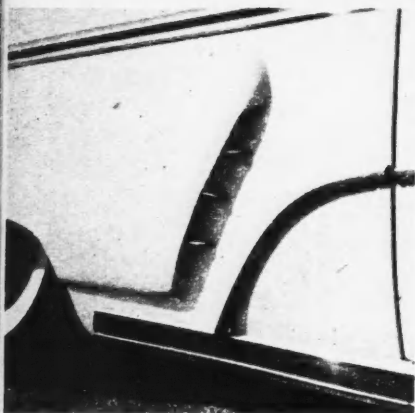
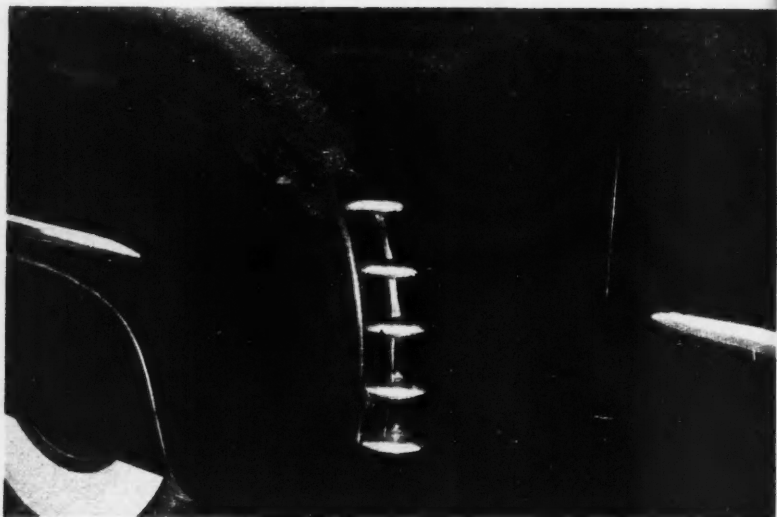


TRIM

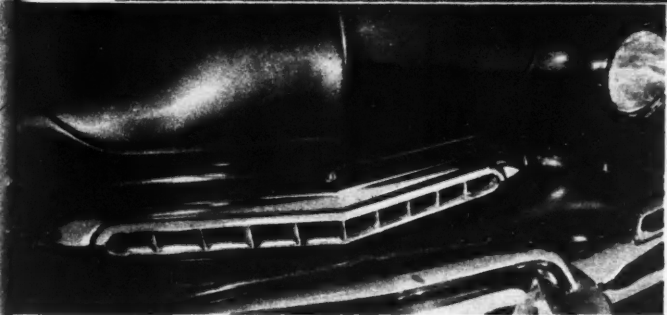
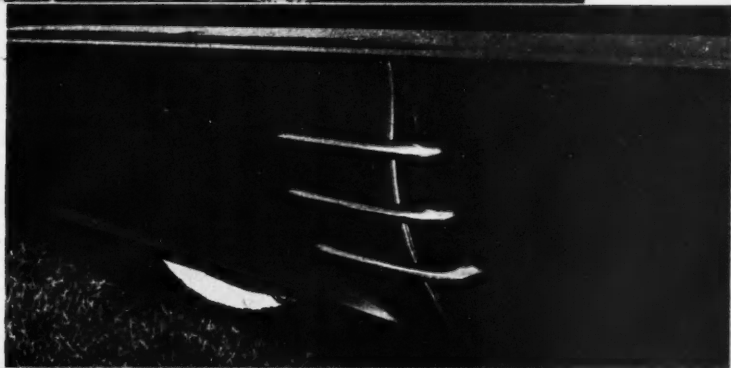


Unusual component swaps trigger top caliber customizing. So much so that many times the swap completely disguises all identity as to the origination of the adapted piece or part. This is especially true with special built airscoops whereby small chrome trim bars are installed to dress out the scoop's otherwise stark opening. A good example of this trim bar trickery can be seen in the above photo where three trim bars from the rear fender of a '54 Mercury have been installed in the scoop—but in a reversed manner. The rear area of the bars are what you see protruding from the cavity. The larger forward section of each bar has been trimmed off allowing the bars to fit the narrow width. The following ten pages are a breakdown on this phase of customizing.

TOOTHY TRIM



Three more examples can be seen above that employ the '53-'53 Mercury rear fender trim bars. All make use of only the forward section of the trim bar; the tail section being trimmed off. Note that the hood aircoop pictured at lower right has the forward tip of the bars mounted in an upright position while the other scoops use them horizontally.

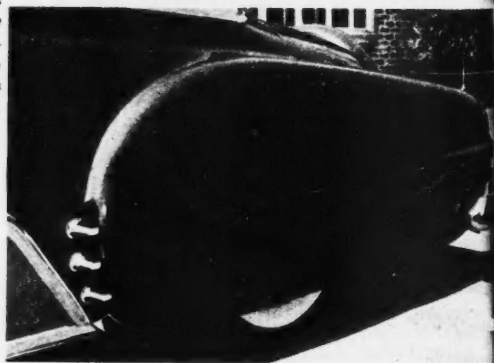
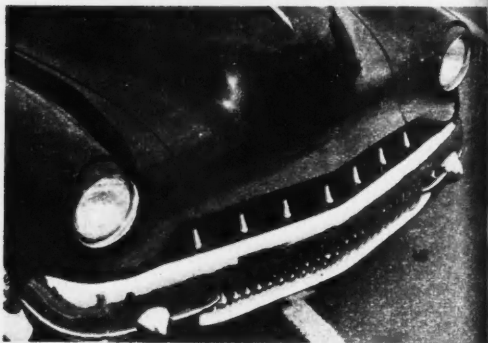


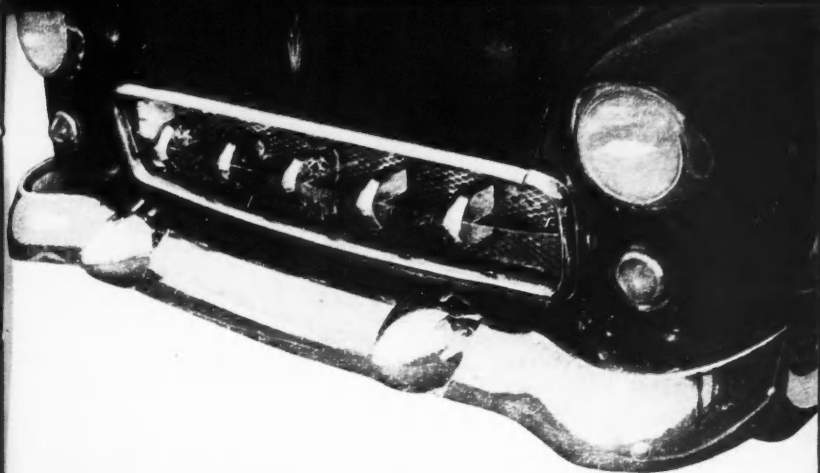
Above we see a similar innovation to that of the lead photo on page 39 whereby three bars from a '54 Merc have been used in a narrow scoop opening. Again the bars are installed in a reversed manner. At center, a trio of '52-'53 Merc rear fender trim are used overlapping edge of skirt. Grille below used forward tips of same bar for "toothy" look.

TOOTHY TRIM

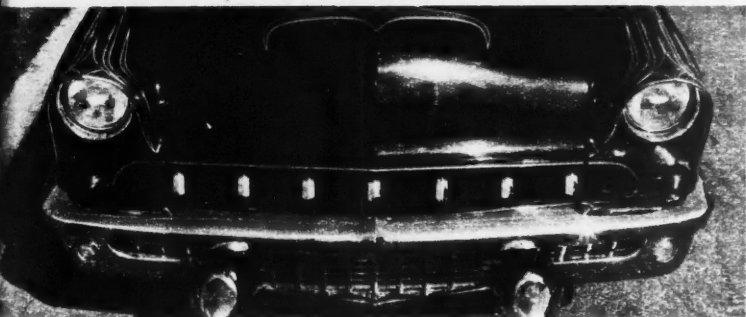
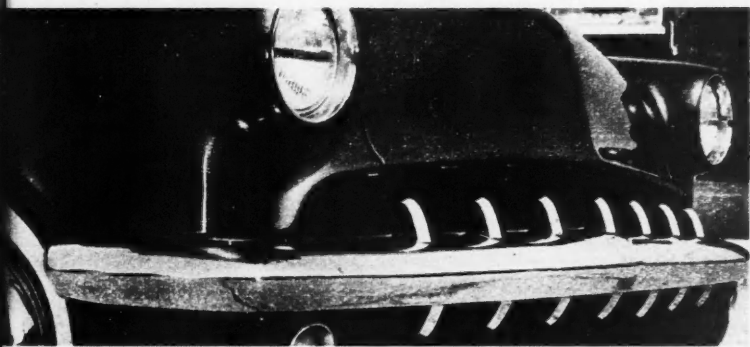


Another favorite trim bar for customizers is this small button-like piece found in the grille of '53 Mercurys. A double row can be found on the grille above (top and bottom) while only a single row is installed on the specially constructed grille pictured at center. The bars also lend themselves as aircoop trim as can be seen in photo at right.





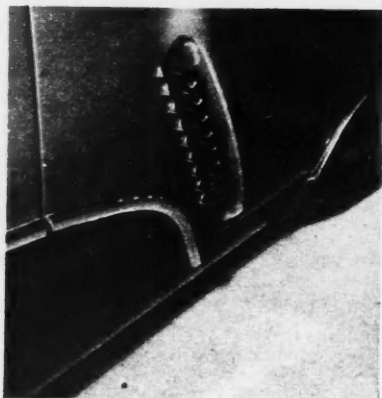
Similar trim bar to that of the '53 Merc grille piece is this slightly larger button-
 component also found in a grille, but on the '52 Lincoln. Clever thought went into
 the grille assembly above where two trim bars were butted together for different effect.
 Other examples employ the more conservative route; double or single row of trim bars.



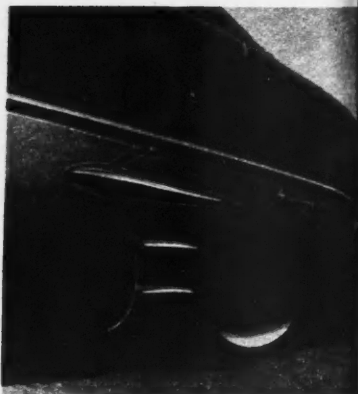
CONTINUED

TOOTHY TRIM

'56 Nash cowl teeth, although considerably smaller in size compared to most trim pieces, play major role with custom car builders for airscop and hood opening trim. Photos right and below show effective adaptation.



Composite of '55 Ford T-Bird louver-like teeth also lend stylish pattern to airscoops built into the leading edge of fenders.

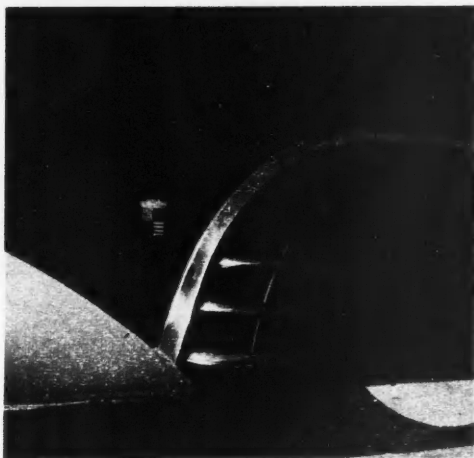


Specially built airscop skirts make use of two small '53 Oldsmobile hood ornaments and a larger hood piece from '53 Mercury.

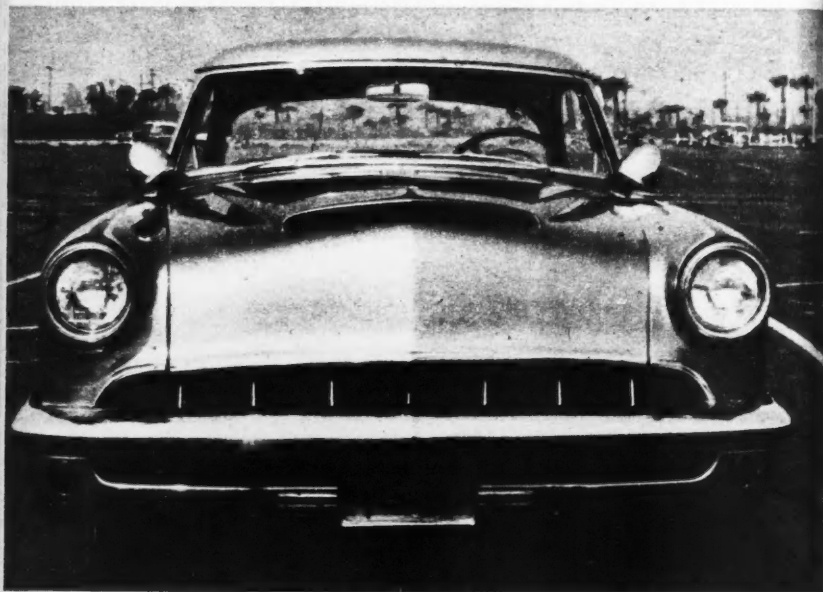
A very similar trim bar in design to that of the '52 Lincoln grille piece is this bar found in the grille of a '53 Ford pickup truck. At right you see it cleverly employed on a hubcap spinner resembling a knock-off assembly. Lower photo illustrates creativeness with additional flavor in the Olds grille bar with the addition of a double row of pickup trim teeth.



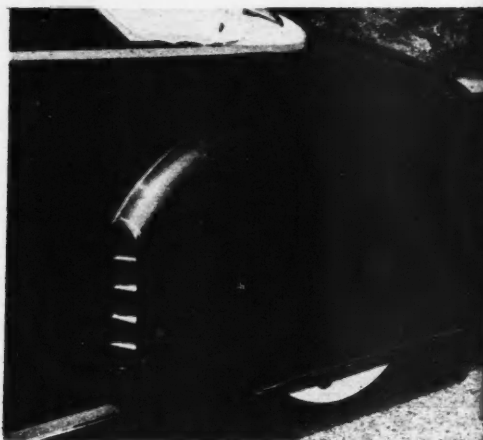
3 Chevrolet rear fender trim teeth are another of the trim-group that enthusiasts often favor. Here you see the bars used in an overlapping method in a special rear fender skirt.



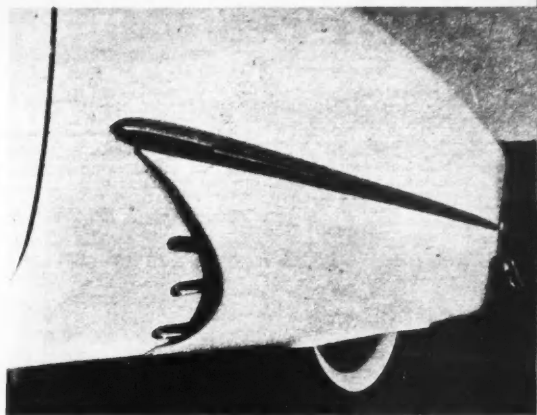
TOOTHY TRIM



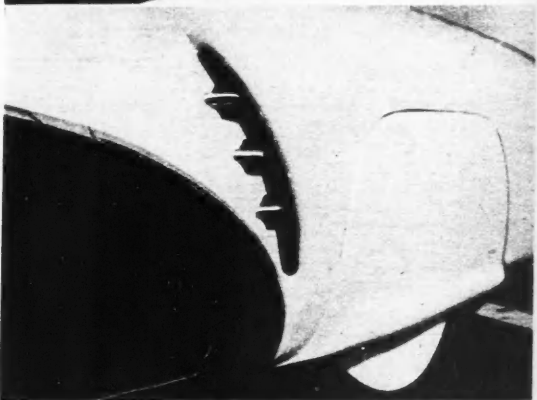
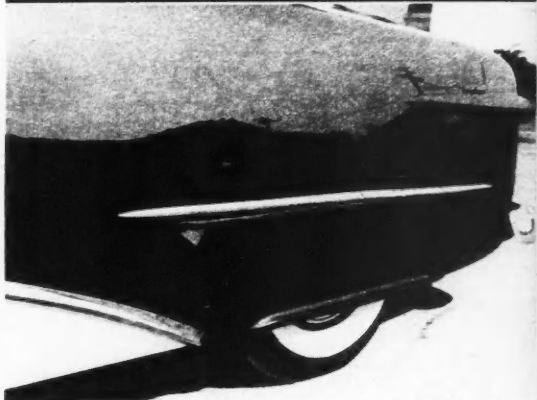
The Oldsmobile "Fiesta" flipper bar found on hubcaps, or those manufactured by various leading accessory companies have also found a home with builders wishing the "toothy" effect. Here are two examples; one, the grille appearance found above, and two, the rear fender scoop found to your right. Note that the bar is very narrow in design and doesn't lend the bold appearance found with other bars.



Along the rear body paneling of the '55 Cadillac is where these small and straight trim bars can be found. They work out well for airscoop designs as shown.



If you fancy the very plain and simple treatment for scoop trim, then possibly a few blades from the Lincoln "Continental" hubcap would fill your need as it did for this scooped-skirt owner.



The '51 Chevrolet grille offers these small trim bars for various trim work. There are more than likely many other small chrome trim pieces that have been used over the years, but the examples you have just studied are most popular selection.

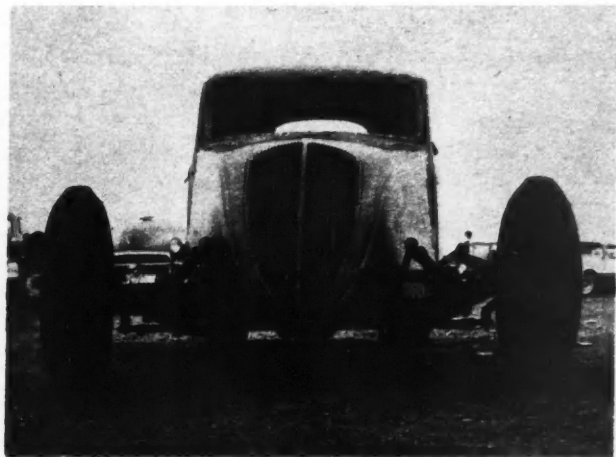
GRIMES



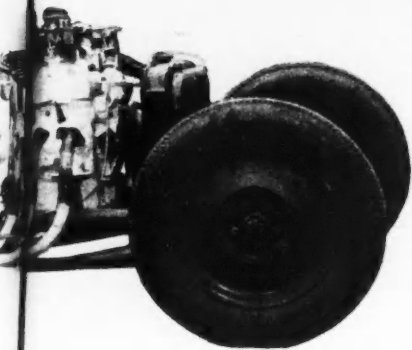
Photos by Dick De

57 Varieties"

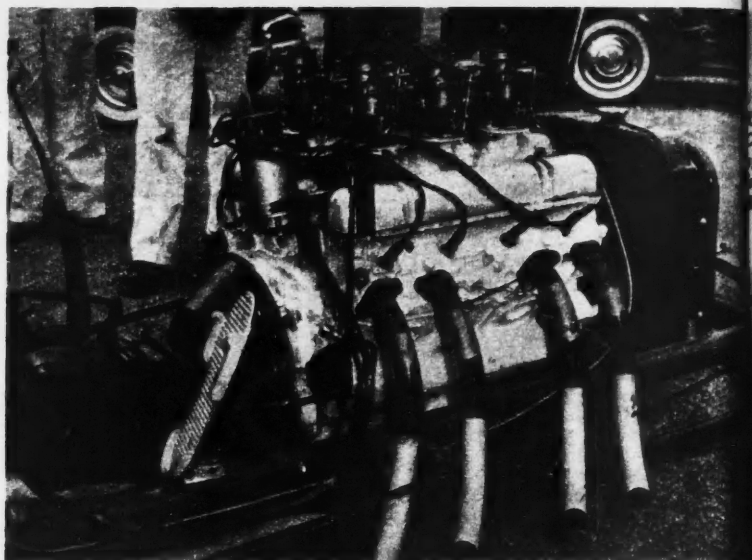
a car that puts the spice
in life for its builder



ABOVE • Front axle leads Grimes collection of many parts, many makes; originated from '40 Ford V8 panel truck. Columbus 50-50 shocks stabilize front suspension, sprung by five leaves.



LEFT • '48 Fiat "Topolino" model body is hinged at rear to allow easy access to the "works." Required firewall and bell housing shield rise up with body, easing transmission replacement.



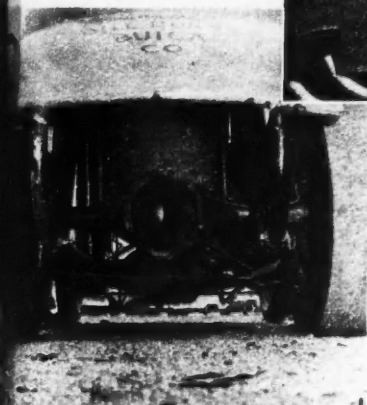
Standard displacement '56 Buick, equipped with an Iskenderian LDB #2 cam kit, a manifold of Grimes' manufacture, is fired by a Joe Hunt converted Scintilla.

GRIMES' "57 Varieties"



Rear wheels are Chrysler, carry 8.20:15 slicks, while front boots are trimmed down 5.00:16 cycle skins, mounted on composite Dodge-English Ford disc wheels.

RIGHT • 46-year-old builder Carl Grimes at the business end of the Franklin steering. Power delivered thru 11" Borg & Beck clutch to '47 Packard box.



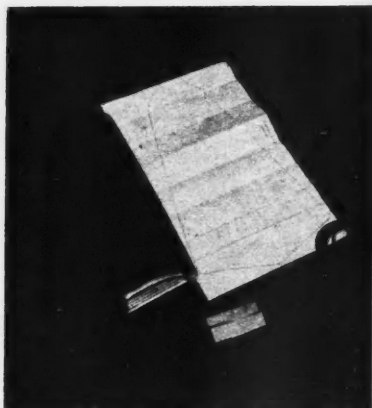
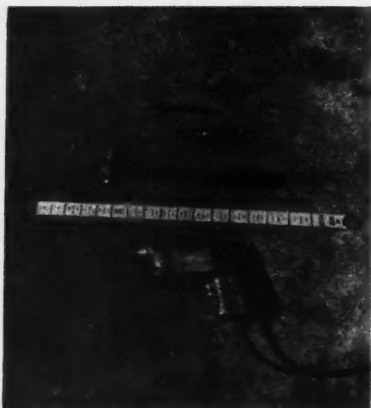
LEFT • Rigidly attached to the 2½" Shelby tubing frame, the 4.55:1 ratio rear end is a composite of Spicer parts used in Willys, Kaiser and Studebaker.



mm'd real rouser at anybody's strip, the little Phoenix, Ariz., bomb is the car to repeat in the "A" Altered Class; holds National Record for ¼ mile at 123.45 mph.



ACCESSORY OF THE MONTH



1. Only hand tools seen are deemed necessary for bolt-on installation. To the right you see the complete kit; heavy gauge metal scoop, paper template, nuts/bolts, welding.

bolt-on "hood scoop" for all models

WITH THE "SCOOP" craze still running hot and heavy, J. C. Whitney's bolt-on T-Bird hood scoop for all makes and models presents a timely subject. Made from heavy gauge material, the kit includes necessary template, nuts and bolts and rubber welting for a quick and easy installation. The Accessory scoop can also be solidly brazed and molded to the hood if desired. It would be necessary to first spot weld it into position, eliminating as much warpage as possible, then finish surrounding the seam between the hood and scoop with the brazing rod applying a moist pad as you progress. The brazed area would then have to be cleaned of flux, etc. and lead applied. After lead has cooled, vixen files are used to contour the working area lending the scoop and the hood a one-piece appearance. Sanding and painting would bring the job to perfection.

The following photo story installation concerns itself with the simple bolt-on process, but for those enthusiasts wishing to achieve the molded look, proceed with the illustrative photographs, then follow through with the metal work as it is described above. For information regarding the hood scoop, write: J. C. Whitney, 1917-cc Archer Avenue, Chicago 16, Illinois.

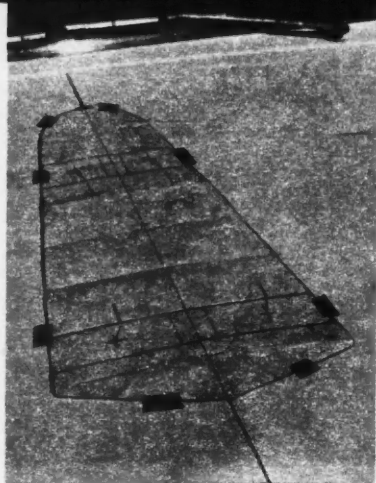


2. First step of the installation consists of determining the exact center of the hood.

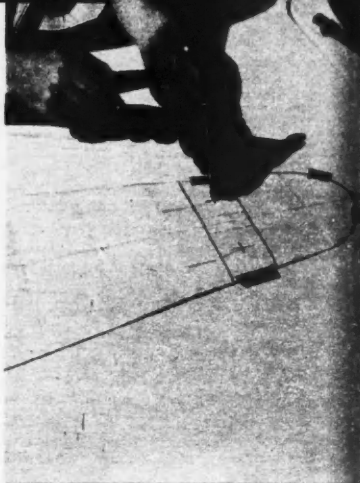


3. Next, the paper template that comes with kit is trimmed along outer border.

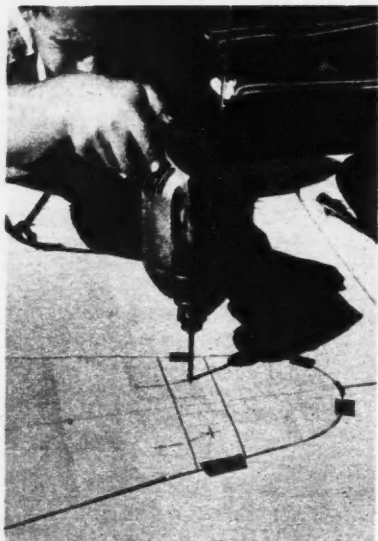
bolt-on "hood scoop"



4. Once template is neatly trimmed, it is aligned with center mark & taped to hood.



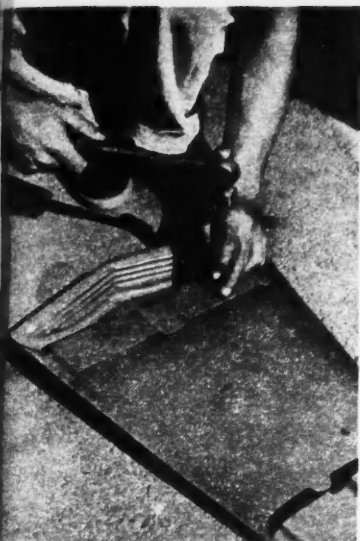
5. A center punch and hammer are used to lightly center punch position of holes.



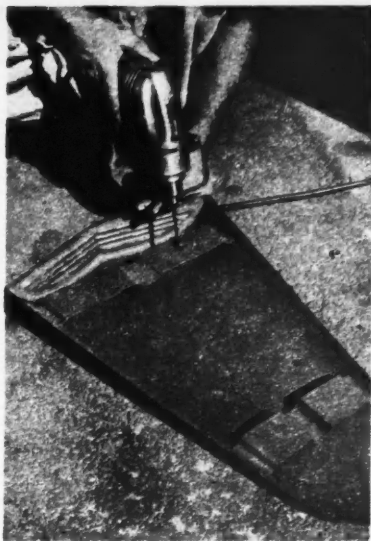
6. With template still in position, a hand drill is used to drill the attachment holes.



7. Position scoop, then from underneath side of hood, mark off holes onto scoop.



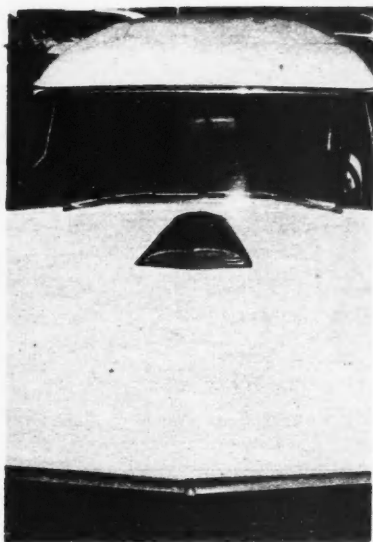
8. With holes marked off on the scoop, enter punch each hole's exact position.



9. The hand drill is again used to drill holes. Check instructions for drill size.



10. Small rubber welt strip is now strung along the edge of scoop before attaching.



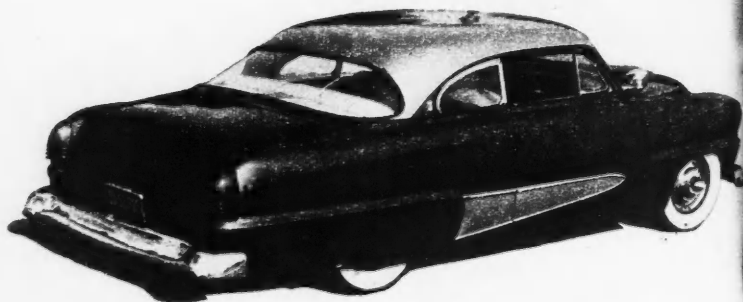
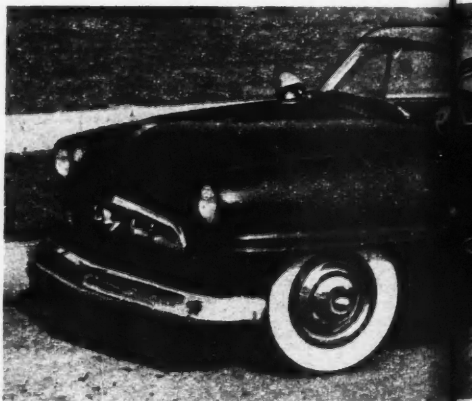
11. With the hood scoop bolted in place all that remains is the painting operation.

*Costumed by the Barris Brothers,
Ed Sloan's '53 Plymouth performs a*

Masquerade

In Metal

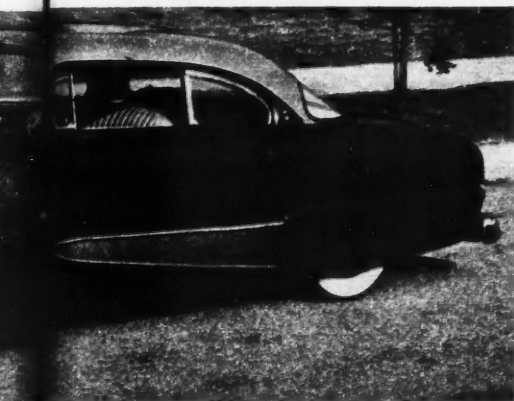
Photos by George Barris



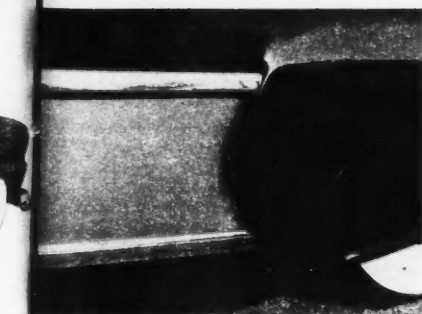
Frenched '53 Lincoln lenses blend nicely with the fender lines. All fender seams are filled in. Oblong exhaust tips are molded to '54 Plymouth rear bumper. Deck is shaved.



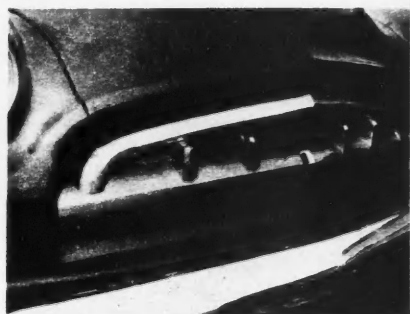
Desiring a car that looked different, both inside and out, Ed had the interior done in unusual combo of Green Mohair and Lime Naugahyde. Tufted interior is by Carson Top Shop, L.A.



Top is chopped 4" in front and 6" in rear giving tapered effect. Hood is shaved and headlights are frenched using rings from '51 Merc. Spear is formed from reversed '54 Chevrolet side trim.



Side trim runs flush to air scoop cut in fender. Leading edge is 1/4" round rod. The skirts were hand formed from sheet metal.



Splash pan is frenched to fenders to form grille cavity. Grille consists of '49 Ford top bar, '53 Ford pickup teeth set on bar.

WHAT'S YOUR PROBLEM?



By Bob Pendergast

KNOCK KNOCK

Dear Bob:

I've been told that I can get better performance from my car simply by using premium gas and advancing the spark 'til it's just short of knocking. It's a 190 hp (advertised) '57 Ford V8, and runs well on regular at present.

— John Beal,
Mokena, Illinois

If no knock is present under full load with timing set to factory specifications, regular grade gas has a high enough octane to enable your engine to produce its maximum output with its present compression ratio. Going to ethyl fuel will only cost you more money and insure your exhaust valves being ruined just that much sooner. However, if you wish to increase your compression ratio to a point where the specified timing can no longer be used with regular, then ethyl has much to offer. Milling your heads .060" will raise your compression ratio from 8.6:1 to 9.7:1, the practical maximum for use with the stock cam. Follow the instructions contained within the July, '55 HOT ROD for re-aligning the intake manifold with the heads after the milling is completed and the heads reinstalled. With factory tolerances being the way they are nowadays, they probably needed aligning anyway.

ADVANCE AGAIN

Dear Bob:

My '51 Ford is equipped with two Stromberg 48 carburetors mounted on a Weiand manifold. The car also has a dual exhaust system with glass-packed mufflers.

With the 48 carburetors I had to drill and tap the manifold for the distributor vacuum advance. Now the engine doesn't accelerate too well, nor does it run smoothly in the low and medium speed ranges. At an idle, or high engine speed it performs satisfactorily. What can I do to improve matters without too much cash outlay?

— Ben White II,
Poplarville, Miss.

You've got your distributor advance mechanism running backwards, Ben — manifold vacuum works just the opposite of venturi vacuum. When you connected your distributor vacuum line into the manifold because the 48 carbs didn't have a vacuum fitting, you completely reversed the operation of this part of your distributor. When idling, venturi vacuum is low, manifold vacuum is high; when accelerating, venturi vacuum is high, manifold vacuum is low. The reason your engine runs well at high speeds is because at part-throttle, high rpm venturi and manifold vacuum readings tend to equalize — this is the only range where your distributor can now operate anywhere near normally. The solution is to invest in one of the relatively inexpensive single coil, dual point, centrifugally advanced distributors available for your engine. It will cost you around \$40, but it will bring that sleeping bear to life.

FORD INTERCHANGEABILITY

Dear Bob:

I recently purchased a '32 Ford roadster, and also a 59-A block assembly. Will this engine fit-up to the original '32 transmission without an adaptor plate?

— Jon Vannoy,
Carson City, Nevada

Just to set the record straight once and for all: '32-'48 Ford and '39-'48 Mercury engines are completely interchangeable with each other. '49-'50 Mercury engines have a bell housing that matches the '32-'48 Ford/Merc transmissions. '51 through '53 Mercury and '49-'53 Ford engines must have their removable bell housing replaced with either the pressed-steel 8CM-6392 or the cast 8RT-6392 bell housing (available from Mercury and Ford Truck dealers) in order to mate up with the '32-'48 Ford or '39-'50 Merc transmissions. '54-'57 Ford and Mercury OHV V8's may be installed in '49-'53 Fords and '51 through '53 Mercurys without use of an adaptor. '32-'48 Fords and '39 through '50 Mercurys require an adaptor bell housing made by Hildebrandt, Cragar, Cook,

Will-Cap, Weber and Harman & Collins, to accept these mills. Flywheels and clutches required by these swaps will be dictated by the particular combination of engine, chassis and trans, but no special machine work is necessary — there's always a correct combination available out of the dealers' parts bins. In the case of the OHV's, either Ford pick-up or T-bird oil pans must be substituted when the installation is to be made in a pre-'54 Ford or Mercury chassis. Front engine mounts must be fabricated in almost every instance mentioned.

FLOOR SHIFT FANCIER

Dear Bob:

I installed a '56 Chev V8 in my '53 Chev coupe and now have transmission troubles. I think a floor-shift would solve this — what type would you put in this car if it were yours?

— Paul Todd, Jr.,
Welsh, Louisiana

If it were mine I'd take the easy way out (my true character is showing) and use a '37-'38 Chev floor-shift box with the Crager close ratio logs aboard. Can't stand those "wide-ratio" stock grinders — and neither can the relatively in-flexible Chev V8.

RARE COMBO

Dear Bob:

I would like to install an early Ford floor-shift transmission in my '49 Mercury. I read your column but as yet have not seen this trans swap covered — could you tell me how to hook it up?

— Gary Bartholomew,
Corning, New York

What you need is the U-joint from one of the Ford pick-up trucks produced from '42 through '48 — these jobs used the regular Ford floor-shift trans case, but with a different rear mount yoke and an open drive-line type of U-joint. Take it from there.

EASY DOES IT

Dear Bob:

I have a '32 Ford coupe in which I have recently installed a '56 Studebaker "Golden Hawk" (Packard V8) engine. I would like to bore and stroke this engine, and wonder how far I should go.

— Thomas Dziwiecki,
Lackawanna, New York

Technical expert Don Francisco, no stranger to Car Craft readers, did a complete breakdown

CONTINUED

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WHAT'S YOUR PROBLEM? *continued*

on the facts and foibles concerning these engines in the February, '57 edition of **HOT ROD**. I suggest you obtain a copy from their back issue department if you don't already have one — the story covers just about everything you'll need to know.

OF COURSE

Dear Bob:

I have a '56 Buick engine and have noticed you recommend '57 heads several times in the past. I inquired at the local Buick dealer about the heads and was told "Of course they won't fit, the parts numbers aren't the same." What gives? I'd like to install these heads along with the "export kit" cam and valve train. Is this possible.

— *Adrian M. Anderson,
Dayton, Ohio*

Of course they won't fit — unless you use your head, and find out why they won't fit! The Buick man got a little hasty with his diagnosis, that's all. All that's necessary is to rework the water log connecting the right and left head — it seems that neither the '56 or '57 logs work when '57 heads are installed on a pre-'57 block. As far as the heads themselves mating up with the block, there's no strain involved whatever. Of course, indeed!

ADVANCE ADVICE

Dear Bob:

I am building up a '51 Ford which has combination manifold and venturi vacuum advance control on the distributor. What type of carburetion setup may I use without buying a new distributor?

— *Bob Hunter,
Brooklin, Ontario Canada*

To my knowledge (and I'm sure to be corrected if wrong!) there's only one way you can go — to a Navarro single four-throat manifold using the Holley carburetor, which is designed to operate with the type of ignition you have. This makes a nice set-up particularly if you entertain any notions about adding a McCulloch supercharger at a later date, as this combination was engineered for use with that blower with no other changes necessary.

GO TO IT

Dear Bob:

What changes will I have to make to my '48 Plymouth block in order to use the Dodge 6 crank that has $\frac{1}{4}$ " more stroke? How much should I bore it out?

— *J. W. Hymern,
Nashville, Tennessee*

None — a Dodge 6 is merely a Plymouth 6 given a factory stroke job — but — don't forget to use the pistons that go with the crank, not the block. Bores of .125" oversize are common with

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use engines, but be sure to have the pistons
hand when you bore.

CENSOR NEEDED?

Dear Bob:

I read in another magazine that it's possible
bore most engine blocks, safely, out to $\frac{1}{4}$ "
ersize without re-sleeving or running the
risk of breaking the cylinder walls when under
stress. Is this true?

— William Adank,
Wausau, Wisconsin

Wow! This is the kind of thing that could result
in government censorship of automotive publica-
tions — it is not, repeat not, general practice to
ersize automotive engines $\frac{1}{4}$ " oversize. A few
blocks are exceptionally thick skinned, true
enough, but as a general rule half that much is
the safe maximum. Send us that book — we'd
like to see the rest!

CHEVROLET GEARING

Dear Bob:

I own a '55 Chev with a modified Corvette
engine. I now have the stock 3.55 rear end
and would like to know what would be the
best set of gears for the standing quarter.

— Bill Smith,
White Plains, New York

Dear Bob:

I have a '55 Chev with the 3.70 rear end
and would like to know if the 3.90 rear end
out of the '56 pick-up would fit.

— Billy Cook,
Birmingham, Alabama

Both of you fellows can replace your present
ring and pinion gears with the stock 4.55 ratio
set-up for quarter-mile use. After these are in-
stalled, overdrive becomes more than just a
selling point, but the approximate 28% increase
in rear wheel torque is certainly worth it (this
figure based on replacing the 3.55's with
4.55's.) Installation will require purchase of a
new third member center section casting, along
with the ring and pinion.

SUPERCHARGE SAVVY

Dear Bob:

I am installing a McCulloch supercharger
on my '55 Ford. What changes should I make
to the engine to get top performance?

— Sal Greco,
Pittsburgh, Pennsylvania

Ford-Family engines are well known for their
excellent heat-rejection properties, but when
supercharging on gasoline fuel is contemplated
anything that will improve an engine's charac-
teristics in this direction becomes more than just
desirable. A set of well-designed exhaust head-
ers will probably do more for your particular
installation than anything else in this direction.
Insuring properly timed and delivered fire to the
plugs is another essential that can't be taken
for granted when running a blower — go to a
four-lobe, dual-coil ignition for the best. Last
but not least, maintaining proper fuel-air mix-
ture ratios with a McCulloch aboard is greatly
simplified when the entire carburetor, not just
the air horn, is pressurized. Use an airbox
around the entire "jug," such as the ones made
by Morco Engineering of Los Angeles. Tune the
car after installation using a chassis dynamom-
eter and an exhaust gas analyzer. I know
these facilities usually mean a tab of \$20 or
more for the job, but with a blower you can't
afford to guess.

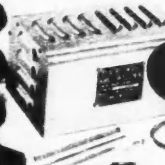
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NO BOTTOMING

Dear Neil:

I am in the process of doing a little work on my '52 Plymouth and would like to find out about lowering. Can I put 2-inch blocks on the back without the problem of hitting bottom? What is the best way to lower the front end? Also, could I put the center piece from a '55 Olds grille in my car, without a lot of modifications? Thanks in advance.

— Robert Michels
Victoria, Texas

Most all cars will bottom, even stockers, when loaded. This means your car would do the same with less of a load, depending on how you drive. This 2" block is standard practice for lowering and is inexpensive. As for the front, I would suggest you cut one or two turns from the coils, depending on how low you want to go, then rework the "A" frame snubber pad to give more bounce. A '55 Olds center piece will fit your car, Bob.

FRONT END SWITCH

Dear Neil:

I have a '50 Plymouth Tudor. As you know, this is not the best looking Plymouth made. What I would like to know is, will the complete front end from a '51 or '52 Plymouth fit the frame and body of my car? I think the hood, grille and fenders are much better to customize on these models.

— Paul Willis
Louisville, Ky.

This would be hard to say as they made about 3 different models in '50 which take different parts. I don't think the '51 or '52 front ends will fit without changing things a bit. It would probably be cheaper to trade up to a '51 or '52 and start from there.

NEEDS HELP

Dear Neil:

As there aren't too many people customizing '52 Plymouths, I have turned to you for help and some suggestions. First, I have been able to find a grille that will both fit and look good. Do you have any ideas of what I can use? I've heard that '55 Chrysler taillights will fit my car. I would like you to verify this and if so, would it be much trouble installing them?

— Stanley Szela
Slytheville, Ark.

A good conversion would be to install a '54 Chev grille and add extra verticle teeth between the stock ones. The parking lights could also be used on this job by altering the fenders slightly. '55 Chrysler or DeSoto taillights can be made to fit your car, Stan. Some metal work may be involved, depending on when you locate them.

PLYMOUTH BLINKERS FOR CHEV

Dear Neil:

I have been seriously considering changing the stock taillights of my slightly customized '49 Chev. The best innovation I have come across after a great deal of surveying my back issues of CAR CRAFT, is that of putting '55 Plymouth blinkers in the fenders. You showed how to mount these taillights in a '51-'52 Chev. My problem is, will they fit into my fenders as easily or if not, what changes are required? Also I would like to know a rough estimate of the cost of such a project.

— Jerry Bullock
Loveland, Colo.

To install '55 Plymouth taillights, the fender will have to be extended from a tangent point on top of the fender to the lights, about 13 inches. This will require some metal forming but will work out well. Our price on this type of job is \$200, complete.

HIDDEN NECK

Dear Neil:

I am the owner of a '54 Chev Bel-Air Coupe. I would like to install '56 Chev taillights and route the gas tank neck through the left taillight. I would like to know what changes are involved in doing this and what expenses I would have? Thanks for any information you can give me.

— Ken Quinn
Cobourg, Ont., Canada

First it would be necessary to extend the fender

ers about 6 inches. As the '56 taillight assembly is almost too wide for the fender it would have to be fitted very carefully, so as not to get a poor blend to the side of the fender. The gas lid would have to be filled and the gas filler pipe run to the taillight. Then the rear gravel shield should be extended and the stock bumper replaced with a '56 Chev. This could cost about \$400. If this is more than you would care to spend, I would suggest trenching your stock taillights and running the gas filler pipe inside the trunk.

FINNED FENDERS

Dear Neil:

I plan on customizing my '56 Chev Conv. in the near future and could use some hints. Will a '57 DeSoto grille fit in this model? Also, do you think the '57 Chrysler or '57 Lincoln fenders would look best on my car? Could an amateur do this work or would you suggest taking it to a body shop?

— Alan Davidson
Kanab, Utah

A '57 DeSoto grille can be made to fit but will require some changes of the body and grille parts. The '57 Chrysler fenders are much neater in appearance and I think they will give you the style you desire. I definitely think that this job should be done by a good body man as it is a major alteration.

BUMPERS FOR '37 FORD

Dear Neil:

I recently acquired a '37 Ford Sedan. Although I like the body style, there are a couple of minor changes I would like to make. Are there any bumpers from another make of car that would fit well and look good on my Ford? I would like to know the same thing about taillights, as I don't think the stock ones are too sharp. Any tips you can give me for fixing-up my Ford will be greatly appreciated. Thank you.

— Gene Cummings
Flint, Mich.

Don't use a bumper that looks too heavy on your car, Gene. '40-'48 Ford bumpers and '46-'48 Chev bumpers all look good on the '37 Ford. On the Chevy bumpers you could use front license arches from '49 Chevy to mount the license plates. The bumper brackets will have to be reshaped for any of these conversions. For taillights I would suggest you use '38-'39 Ford or '49 Pontiac or '46-'48 Ford, without the extension body. Any of these will improve the appearance of your car.

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SHOWCARD

January 24, 25, 26
Santa Clara Fairgrounds,
San Jose, California
SAN JOSE AUTORAMA
Gene Bender, 84 S. 1st St.,
(Rm. 218), San Jose, Calif.

January 31; February 1, 2
San Mateo Fairgrounds,
San Mateo, California
**SAN MATEO ROD &
CUSTOM SHOW**
Harry Costa, P.O. Box 522,
S. San Francisco, Calif.

February 7, 8, 9
State Fairgrounds,
Sacramento, California
SACRAMENTO AUTORAMA
Harold Badgasarian, 18th & "L",
Sacramento, Calif.

February 19, 20, 21, 22, 23
Oakland Exposition Building,

Oakland, California
NATIONAL ROADSTER SHOW
Mary Slonaker, 918 Fallon St.,
Oakland, Calif.

February 19, 20, 21, 22, 23
State Armory, Hartford, Connecticut
8th ANNUAL AUTORAMA
Joe Kizis, 2 Meadow Park Dr.,
Milford, Conn.

February 28-March 1, 2
Monterey Fairgrounds,
Monterey, California
KUSTOM KARKAPADE
Mike Home, 214-A Ridge Road,
Pacific Grove, Calif.

March 7, 8, 9
Fresno Fairgrounds,
Fresno, California
FRESNO AUTORAMA
Blackie Gejian, P.O. Box 788,
Fresno, Calif.

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715



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26

3 1/4" Swiss Embroidered Pocket Emblem Green Starting Flag—Checkered Flag withstands most severe cleaning and washing. Fast colors a must for every Driver and Fan. No. 715 only. **75¢**

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T-Shirts (specify size) 1.50

Decals available in same sizes at the same price. Specify when ordering.

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COMING ATTRACTION

Miss Linda Engber, Los Angeles' gift to the motor show world, has been queen of many automotive exhibitions held in Southern California recently. Eighteen years old, Linda digs cars the most—while you faithful CAR CRAFT readers will probably dig the how-to-do-it on "Hood Scoops at Home" in the next issue even more. Watch for it!



GROWING with - **Grant PISTON RINGS**

NOLAN WRIGHT, 22 years a Grant Piston Ring Distributor in San Diego County, California.

Answers the question: Why do I like to sell GRANT PISTON RINGS?

"This is a wonderful product... Its uniform results are assured... we do a tremendous business in engine rebuilding and find Grants very easy to install and to place in the cylinders. The machine work on your rings is accurate... and we like the strong customer relationship we have built up with Grant Rings.

Of the many Grant men I've talked to, the mechanic-consensus is: 'I know I won't have a disappointed customer with Grants and they can expect sensational performance right at the start... Many of our customers have reported 50, 60, 70 and even more thousands of miles of service from a set of Grant Piston Rings.'"



Shown below: Nolan Wright's four modern locations; all users of Grant Piston Rings.



THE GRANT PISTON RING COMBINATION



1. Careful side-sealing of this Top Compression ring, with its special "dishing" action builds and holds power.
2. Grants' double oil-carrying second Compression ring maintains an even distribution of oil on cylinder walls and doubly insures compression sealing.
3. Grants' great oil carrying ring controls excess oil due to a unique dove-tailed design. It's long been used to gain drag-free liveliness and to correct sluggish engine conditions.



JIM CULBERT, San Diego customer of Nolan Wright. In automotive repair business since 1952, with a reputation for rebuilding unusually well-constructed, capable cars, establishes terrific dirt-track records at El Mirage, at 199.55 mph from a standing start and 205.011 mph top speed—probably the fastest ever achieved on dirt. Culbert uses a Chrysler V8 power plant, with individual drives to the rear wheels through a U-joint coupling on a torque tube type of axle housing—so when one wheel is deflected the other is not affected.

ATTENTION JOBBERS:

If you want to improve your customer satisfaction and enjoy a longer immediate profit situation yourself, we'd like to hear from you soon. Write on your letterhead.

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